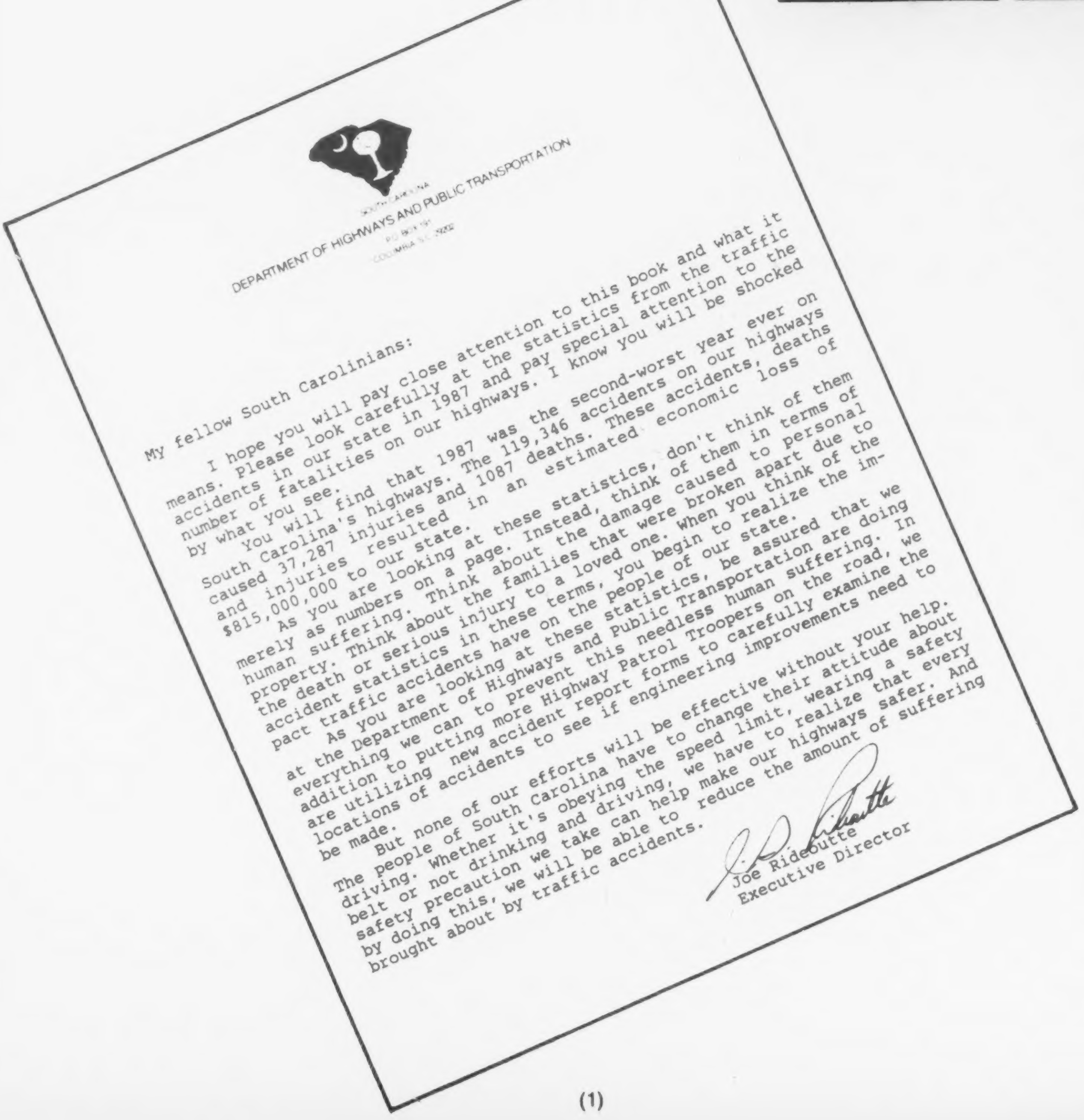
57190-2-U

1987 Accident Fact Book

Some [illegible] football from a wheelchair.
Some [illegible] about acne than facial scars.
Some will never see another summer vacation.
Use Your Head!
Wear your safety belt:
It's the best safety device
that some teens never use.

SCDHPT Highway Safety Office and Safety Belts For South Carolina

A message from the executive director . . . .



SOUTH CAROLINA
DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION
P.O. BOX 191
COLUMBIA, S.C. 29202

My fellow South Carolinians:

I hope you will pay close attention to this book and what it means. Please look carefully at the statistics from the traffic accidents in our state in 1987 and pay special attention to the number of fatalities on our highways. I know you will be shocked by what you see.

You will find that 1987 was the second-worst year ever on South Carolina's highways. The 119,346 accidents on our highways caused 37,287 injuries and 1087 deaths. These accidents, deaths and injuries resulted in an estimated economic loss of $815,000,000 to our state.

As you are looking at these statistics, don't think of them merely as numbers on a page. Instead, think of them in terms of human suffering. Think about the damage caused to personal property. Think about the families that were broken apart due to the death or serious injury to a loved one. When you think of the accident statistics in these terms, you begin to realize the impact traffic accidents have on the people of our state.

As you are looking at these statistics, be assured that we at the Department of Highways and Public Transportation are doing everything we can to prevent this needless human suffering. In addition to putting more Highway Patrol Troopers on the road, we are utilizing new accident report forms to carefully examine the locations of accidents to see if engineering improvements need to be made.

But none of our efforts will be effective without your help. The people of South Carolina have to change their attitude about driving. Whether it's obeying the speed limit, wearing a safety belt or not drinking and driving, we have to realize that every safety precaution we take can help make our highways safer. And by doing this, we will be able to reduce the amount of suffering brought about by traffic accidents.

Joe Rideoutte
Executive Director

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I. General Information

In 1987, the number of motor vehicle accidents in South Carolina reached an all time high of more than 119,000. The total number of fatalities was the second highest, with 1,087 persons killed. These increased numbers are due, at least in part, to a tremendous growth in traffic volume on the state's highways, with over 30 billion miles of vehicle travel taking place during the year. The result of this increased travel was a reduction in the vehicle mileage death rate for the first time since 1982, despite the increase in fatalities.

On the following pages some basic statistics are presented which provide an outline of South Carolina's highway traffic and accident statistics for 1987.

1987

QUICK FACTS

STATISTIC	NUMBER	% CHANGE FROM 1986
Fatal Accidents	969	+ 2.6
Injury Accidents	24,124	+ 5.6
Property Damage Accidents	94,251	+ 1.6
Total Accidents	119,344	+ 2.4
Fatalities	1,087	+ 2.6
Injuries	37,287	+ 7.5
Motorcycle Fatalities	56	- 25.3
Bicycle Fatalities	29	+ 38.1
Pedestrian Fatalities	122	- 16.4
Train Fatalities	8	- 38.5
Moped Fatalities	5	- 28.6
School Bus Fatalities	1	- 50.0
Economic Loss	$815,000,000	+ 4.9
Vehicle Miles Traveled	30,227,000,000	+ 7.0
Roadway Miles Maintained	63,420	+ 0.2
Motor Vehicle Registrations	2,422,359	+ 2.4
Licensed Drivers	2,195,348	+ 1.2
Mileage Death Rate	3.6	- 2.7

IN 1987 THERE WERE

119,344 ACCIDENTS

RESULTING IN

1,087 PEOPLE KILLED

37,287 PEOPLE INJURED

AND

$815,000,000 ECONOMIC LOSS

N 1987. IN SOUTH CAROLINA

2. 195. 348	DRIVERS CURRENTLY LICENSED
2. 422. 359	MOTOR VEHICLES WERE REGISTERED
63. 420	ROADWAY MILES WERE MAINTAINED
30. 227. 000. 000	VEHICLE MILES WERE DRIVEN

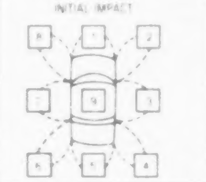
TOTAL # MOTOR VEH ☐	**ORIGINAL**	M V D USE ONLY
FATALITY ☐		SHEET OF SHEET(S)

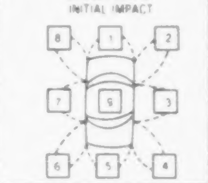
SOUTH CAROLINA
UNIFORM TRAFFIC COLLISION REPORT
(FOR INVESTIGATING OFFICERS)

D H P T FORM TR-310 REV 3/85

DATE / /	COUNTY	DAY OF WEEK S M T W T F S	TIME AM PM	ON 1 INTERSTATE 4 SECONDARY 2 US PRIMARY 5 COUNTY 3 SC PRIMARY 6 OTHER	ROUTE OR ROAD NO (Also Street Name If Any)	MILE POST
INTERSECTION OF ROUTE OR ROAD NUMBER (Also Street Name If Any) AT		IF NOT AT INTERSECTION 1 FEET 2 MILES N E S W OF			ROUTE OR ROAD NO (Also Street Name If Any)	
IN CITY OR TOWN	CONTROLLED ACCESS HIGHWAY LOCATION (Circle One)	1 MAIN ROAD 2 FRONTAGE RD	3 MAIN ROAD AT INTERCHANGE	4 ENTRANCE RAMP 5 EXIT RAMP	N E S W 1 BOUND LANE 2 SIDE	
IF OUTSIDE CITY LIMITS MILES N E S W OF		CITY OR TOWN			R R CROSSING I D #	

UNIT #	DRIVER'S FULL NAME		UNIT #	PED	DRIVER OR PEDESTRIAN'S FULL NAME
STREET OR R F D	BIRTH DATE | SEX | RACE		STREET OR R F D		BIRTH DATE | SEX | RACE
CITY AND STATE ZIP	DRIVER LICENSE CLASS 1 2 3 4 B BEG PER N NONE		CITY AND STATE ZIP		DRIVER LICENSE CLASS 1 2 3 4 B BEG PER N NONE
DRIVER LICENSE NUMBER	STATE		DRIVER LICENSE NUMBER		STATE
LICENSE RESTRICTION	RESTRICTION COMPLIED WITH Y YES N NO	MEMBER OF ARMED FORCES Y YES N NO	LICENSE RESTRICTION	RESTRICTION COMPLIED WITH Y YES N NO	MEMBER OF ARMED FORCES Y YES N NO
DRIVER WEARING SAFETY BELTS Y YES N NO	MOVING VIOLATION(S) INDICATED	SPEED LIMIT MPH | ESTIMATED SPEED MPH	DRIVER WEARING SAFETY BELTS Y YES N NO	MOVING VIOLATION(S) INDICATED	SPEED LIMIT MPH | ESTIMATED SPEED MPH
YEAR | BODY	MAKE & VEHICLE IDENTIFICATION NUMBER		YEAR | BODY	MAKE & VEHICLE IDENTIFICATION NUMBER	
LICENSE PLATE NUMBER	STATE | YEAR	CIRCLE POINT OF INITIAL IMPACT	LICENSE PLATE NUMBER	STATE | YEAR	CIRCLE POINT OF INITIAL IMPACT
VALIDATION NUMBER	TOTAL OCCUPANTS THIS UNIT		VALIDATION NUMBER	TOTAL OCCUPANTS THIS UNIT	
OWNER'S NAME			OWNER'S NAME		
STREET OR R F D	CITY AND STATE		STREET OR R F D	CITY AND STATE	
INSPECTION CERTIFICATE 1 CURRENT 3 NONE 2 EXPIRED 4 UNKNOWN	ZIP		INSPECTION CERTIFICATE 1 CURRENT 3 NONE 2 EXPIRED 4 UNKNOWN	ZIP	
DAMAGE SEVERITY 1 SLIGHT 2 MODERATE 3 SEVERE	AREAS DAMAGED (CODES) | APPROX COST TO REPAIR $	VEHICLE TOWED AWAY Y YES N NO	DAMAGE SEVERITY 1 SLIGHT 2 MODERATE 3 SEVERE	AREAS DAMAGED (CODES) | APPROX COST TO REPAIR $	VEHICLE TOWED AWAY Y YES N NO
VEHICLE TOWED BY WHOM			VEHICLE TOWED BY WHOM		





DIRECTION OF TRAVEL		N	E	S	W
UNIT	1	1	2	3	4
UNIT	2	1	2	3	4

INDICATE NORTH

DESCRIBE WHAT HAPPENED (Refer to units by number)

MAIL ORIGINAL REPORT TO S. C. DEPT. OF HIGHWAYS & PUBLIC TRANSPORTATION, BOX 1498, COLUMBIA, S. C. 29216-0040

WITNESS FULL NAME		ADDRESS ZIP	AGE	SEX
SUMMONS NUMBER	NAME OF PERSON CHARGED	MOVING VIOLATION CODE(S)	DAMAGE TO PROPERTY OTHER THAN VEHICLE APPROX AMOUNT $	
SUMMONS NUMBER	NAME OF PERSON CHARGED	MOVING VIOLATION CODE(S)	PROPERTY OWNER'S NAME	
POLICE AGENCY NOTIFIED AM PM | POLICE ARRIVED AM PM	AMBULANCE ARRIVED AM PM | PHOTOS TAKEN BY OFFICER Y YES N NO	TRAFFIC FLOW RESTORED AM PM	ADDRESS ZIP	

VICTIMS			
	NAME 1	ADDRESS	ZIP
	NAME 2	ADDRESS	ZIP
	NAME 3	ADDRESS	ZIP

NAME OF INVESTIGATING OFFICER	BADGE NUMBER	POLICE AGENCY	DATE / /
NAME OF OTHER OFFICER(S) AT SCENE	BADGE NUMBER	POLICE AGENCY	

SOUTH CAROLINA UNIFORM TRAFFIC COLLISION REPORT D.H.P.T. Form TR-310 Rev. 5-83

LIGHT
1 - DAYLIGHT
2 - DAWN
3 - DUSK
4 - DARK
5 - DARK, ROAD LIGHTED

1

WEATHER
1 - CLEAR
2 - RAINING
3 - FOG
4 - SNOWING, SLEETING
5 - HAILING
6 - HIGH WIND

2

LOCALE
1 - OPEN COUNTRY
2 - RESIDENTIAL
3 - SHOPPING OR BUSINESS
4 - MFG. OR INDUSTRIAL
5 - SCHOOL OR PLAYGROUND
6 - HOSPITAL

3

CHARACTER
1 - STRAIGHT-LEVEL
2 - STRAIGHT-ON GRADE
3 - STRAIGHT-HILLCREST
4 - CURVE-LEVEL
5 - CURVE-ON GRADE
6 - CURVE-HILLCREST

4

CONSTRUCTION
1 - ASPHALT
2 - CONCRETE
3 - BRICK
4 - DIRT
5 - GRAVEL
6 - STONE

5

CONDITION
1 - DRY
2 - WET
3 - SNOWY, ICY
4 - MUDDY
5 - HAZARDOUS MATERIALS

6

ROAD DEFECT
1 - SHOULDERS LOW
2 - SHOULDERS HIGH
3 - HOLES, BUMPS, ETC.
4 - LOOSE MATERIAL ON SURFACE
5 - ROAD UNDER CONSTRUCTION
6 - NONE
7 - NARROW BRIDGE
8 - ROAD UNDER REPAIR

7

TRAFFIC CONTROL
1 - STOP SIGN
2 - STOP AND GO SIGNAL
3 - YIELD SIGN
4 - OFFICER OR FLAGMAN
5 - RR CROSSING GATES/LIGHTS
6 - RR FLASHING LIGHTS
7 - NONE
8 - OTHER REGULATORY SIGNS
9 - RR CROSSBUCKS ONLY

8

TRAFFIC CONTROL FUNCTIONING
1 - YES 2 - NO

9

ROADWAY LANES
1 - ONE LANE
2 - TWO LANES
3 - THREE LANES
4 - FOUR LANES
5 - FIVE LANES
6 - SIX LANES
7 - UNPAVED ANY WIDTH

10

ONE WAY STREET
1 - YES 2 - NO

11

ROADWAY DIVIDED BY
1 - GUARDRAIL
2 - CONCRETE MEDIAN
3 - EARTH MEDIAN
4 - ROUGH MEDIAN
5 - PAINTED MEDIAN 2 FT. WIDE OR MORE
6 - CONCRETE BARRIER
7 - NO DIVISION

12

PEDESTRIAN CLOTHING
1 - DARK 2 - LIGHT

13

PEDESTRIAN ACTIONS
01 - CROSSING OR ENTERING INTERSECTION
02 - CROSSING OR ENTERING OTHER
03 - WALKING IN ROADWAY WITH TRAFFIC
04 - WALKING IN ROADWAY AGAINST TRAFFIC
05 - STANDING IN ROADWAY
06 - GETTING ON OR OFF VEHICLE
07 - PUSHING OR WORKING ON VEHICLE
08 - OTHER WORKING IN ROADWAY
09 - PLAYING IN ROADWAY
10 - NOT IN ROADWAY
11 - LYING IN ROADWAY
12 - SITTING IN ROADWAY

14

MOVING VIOLATION CODES
00 NO IMPROPER DRIVING
01 VIOLATIONS UNKNOWN
11 IMPROPER BACKING
22 SHIFTING LANES IMP
23 PARKING IMPROPERLY
25 FAILURE TO DIM LIGHTS
26 LIGHTS IMPROPER
28 VEHICLE UNSAFE CONDITION
29 DRIVING IN WRONG LANE
4A NO SIGNAL/IMPROPER SIGNAL
4B FOLLOWING TOO CLOSELY
4C DEFECTIVE BRAKES
41 OR 21 SPEEDING
42 DISREGARD SIGN OR SIGNAL
44 NO RIGHT OF WAY
45 WRONG SIDE OF ROAD
46 PASSING UNLAWFULLY
47 TURNING UNLAWFULLY
48 DRIVING IN SAFETY ZONE
61 RECKLESS DRIVING
62 PASS STOPPED SCHOOL BUS
63 HIT & RUN PROPERTY DAM.
82 OTHER MOVING VIOLATION
83 EXCESS WT., HT., LT., WH.
84 PEDESTRIAN DRUNK
92 FAULTY EQUIPMENT
93 WALKING VIOLATION
97 MINIMUM SPEED LAW
98 RACING ON HIGHWAY
99 DRIVING UNDER INFLUENCE

SOUTH CAROLINA UNIFORM TRAFFIC COLLISION REPORT

TYPE UNIT
01 - AUTO
02 - BICYCLE
03 - STATION WAGON
04 - PANEL PICKUP
05 - TRUCK TRACTOR
06 - OTHER TRUCK
07 - FARM MACHINERY
08 - COMMERCIAL BUS
09 - SCHOOL BUS
10 - OTHER BUS
11 - MOTORCYCLE/HELMET
12 - GO CART
13 - MINI BIKE
14 - PICKUP CAMPER
15 - MOTORIZED HOME
16 - MOTORCYCLE/NO HELMET
17 - OTHER REC. VEHICLE
18 - MOPED
19 - TRAIN
20 - HORSE

UNIT NO. 1 15
UNIT NO. 2 16

SPECIAL USE
01 - NONE
02 - TAXI
03 - MILITARY
04 - CONSTRUCTION
05 - AMBULANCE
06 - FARM USE
07 - POLICE
08 - WRECKER
09 - GOVERNMENT
10 - FIRE FIGHTING
11 - DRIVER TRAINING
12 - RADIOACTIVE/HAZARDOUS MATERIAL
13 - PUBLIC TRANS.
14 - OTHER

UNIT NO. 1 17
UNIT NO. 2 18

ATTACHMENT
1 - NONE
2 - MOBILE HOME
3 - SEMI-TRAILER
4 - UTILITY TRAILER
5 - FARM TRAILER
6 - TRAILER with BOAT
7 - CAMPER TRAILER
8 - TOWED MOTOR VEHICLE
9 - PETROLEUM TANKER
A - LOWBOY TRAILER
B - AUTO CARRIER TRAILER
C - OTHER TANKER
D - FLAT BED
E - OTHER
F - TWIN TRAILERS

UNIT NO. 1 19
UNIT NO. 2 20

VEHICLE DEFECT
1 - NONE
2 - BRAKES
3 - LIGHTS
4 - HORN
5 - STEERING
6 - WIPERS
7 - TURN SIGNALS
8 - TIRES
9 - OTHER
A - CARGO
B - WHEELS

UNIT NO. 1 21
UNIT NO. 2 22

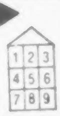
DRIVER INTENTIONS
01 - GO STRAIGHT AHEAD
02 - SLOW OR STOP
03 - START IN TRAFFIC LANE
04 - REMAIN STOPPED IN LANE
05 - PASS
06 - START FROM PARKED
07 - REMAIN PARKED - LEGALLY
08 - REMAIN PARKED - ILLEGALLY
09 - AVOID ANIMAL
10 - TURN RIGHT
11 - TURN LEFT
12 - BACK
13 - CHANGE LANES
14 - MERGE
15 - PARK

UNIT NO. 1 23
UNIT NO. 2 24

VISION OBSCURED BY
01 - NOT OBSCURED
02 - RAIN, SNOW, ICE, ETC ON WINDSHIELD
03 - FOLIAGE
04 - BUILDINGS
05 - EMBANKMENT
06 - SIGNBOARD
07 - HILLCREST
08 - PARKED VEHICLE(S)
09 - MOVING VEHICLE(S)
10 - BLINDED BY HEADLIGHTS
11 - BLINDED BY SUNLIGHT
12 - OTHER
13 - UNKNOWN IF OBSCURED
14 - DUST
15 - SMOKE

UNIT NO. 1 25
UNIT NO. 2 26

▶ SEATING



P - PEDESTRIAN
M - MOTORCYCLE
B - BICYCLE
O - OTHER
U - UNKNOWN

DRIVER OR PEDESTRIAN CONDITION
01 - NO APPARENT DEFECTS
02 - APPARENTLY ASLEEP
03 - ILL
04 - FATIGUED
05 - BODY DEFECTS
06 - UNKNOWN

UNIT NO. 1 27
UNIT NO. 2 28

▶ RESTRAINT DEVICE USED
A - SAFETY BELT(S)
B - CHILD RESTRAINT DEVICE
C - AIR BAG
D - NONE

HAD BEEN DRINKING OR USING DRUGS
1 - YES 2 - NO 3 - UNKNOWN

UNIT NO. 1 29
UNIT NO. 2 30

▶ EJECTION
Y - Yes
P - Partially
N - No
U - Unknown

▶ FIRST AID BY
P - Police
A - Amb. Attendant
D - Doctor
O - Other
U - Unknown
N - None

ALCOHOL TEST GIVEN
1 - BREATH
2 - BLOOD
3 - URINE
4 - NONE

UNIT NO. 1 31
UNIT NO. 2 32

B.A.C. LEVEL
1 - .01 TO .04
2 - .05 TO .07
3 - .08 TO .09
4 - .10 TO .15
5 - .16 TO .20
6 - ABOVE .20
7 - NONE

UNIT NO. 1 33
UNIT NO. 2 34

INJURY
K - Killed
I - Incapacitating injury - prevents the injured person from walking, driving or normally continuing activities.
N - Nonincapacitating evident injury - any injury which is evident to any person other than the injured.
P - Possible injury - is any other injury reported or claimed.

REFUSED TEST
1 - YES 2 - NO

UNIT NO. 1 35
UNIT NO. 2 36

AGE	SEX	UNIT NO.	SEATING	RESTRAINT DEVICE	EJECTION	INJURY	FIRST AID BY

USE CODES ▶

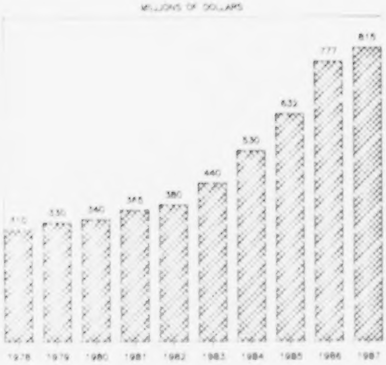
SOUTH CAROLINA

TEN YEAR TRAFFIC TRENDS

1978 - 1987

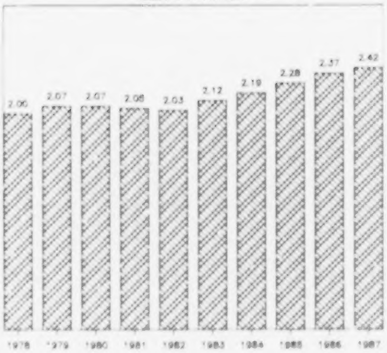
ECONOMIC LOSS

MILLIONS OF DOLLARS



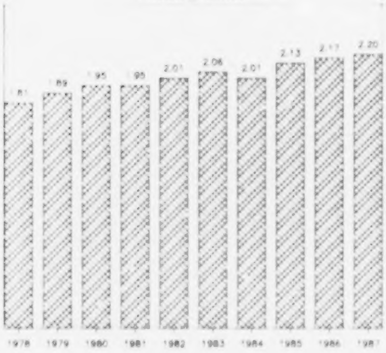
MOTOR VEHICLE REGISTRATIONS

MILLIONS OF VEHICLES



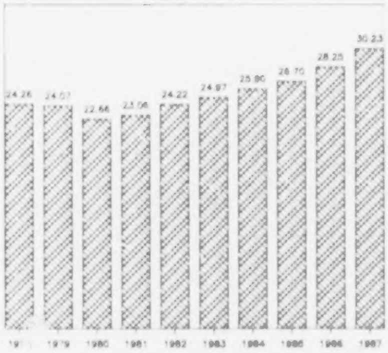
LICENSED DRIVERS

MILLIONS OF DRIVERS



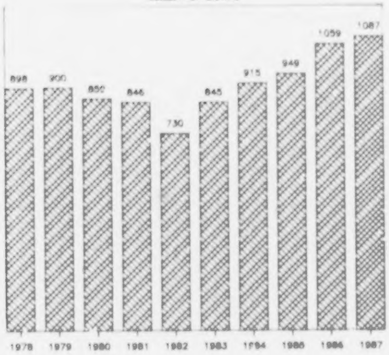
VEHICLE MILES TRAVELED

BILLIONS OF MILES



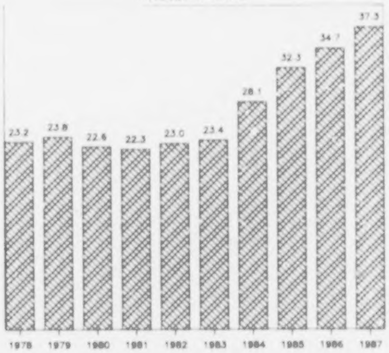
TRAFFIC DEATHS

NUMBER OF DEATHS



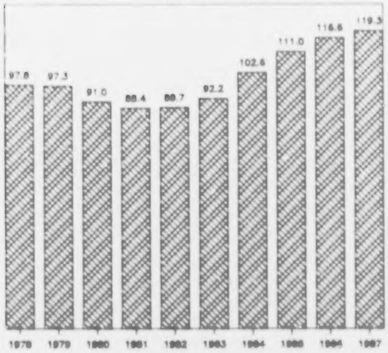
INJURIES

THOUSANDS OF INJURIES



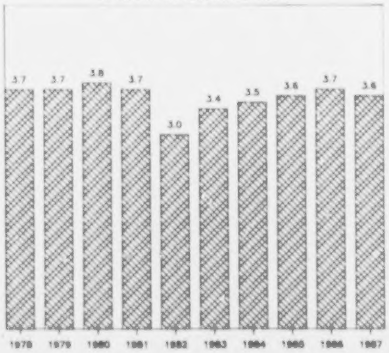
MOTOR VEHICLE ACCIDENTS

THOUSANDS OF ACCIDENTS



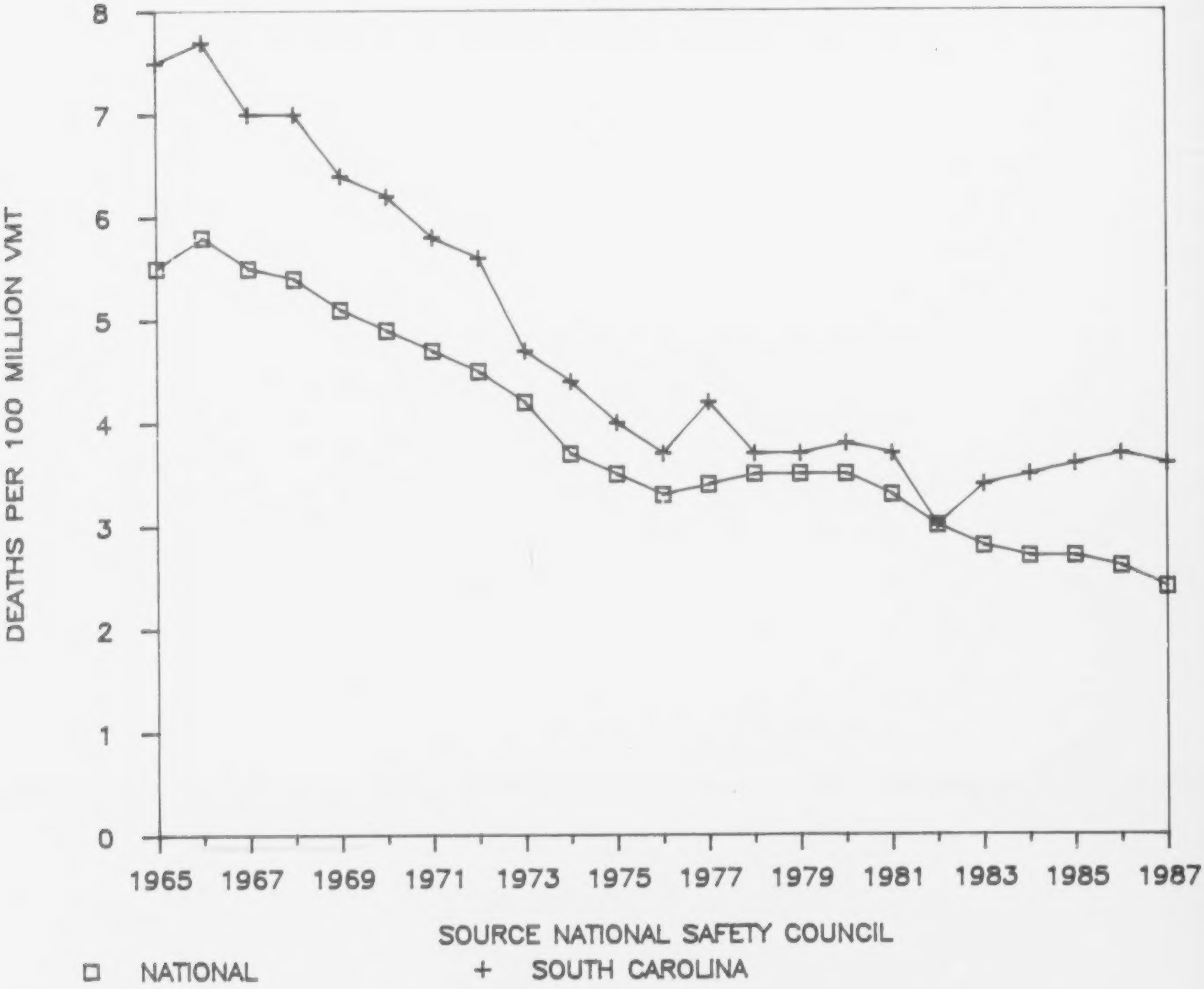
MILEAGE DEATH RATE

DEATHS PER 100 MILLION VEHICLE MILES



MOTOR VEHICLE MILEAGE DEATH RATE

1965 – 1987



SOURCE NATIONAL SAFETY COUNCIL

From 1964 until 1982, South Carolina's death rate per hundred million vehicle miles traveled, referred to as the mileage death rate (MDR), declined from 8.0 to 3.0. In 1982, the state's death rate equaled the national rate for the first time. Beginning in 1983, the downward trend reversed and by 1986 the rate stood at 3.7. Last year, the rate declined slightly to 3.6, despite an increase in the number of fatalities. The mileage traveled on the state's highways increased enough to more than offset this increase. Nationally, the MDR continued recent trends by declining to 2.4. The decline nationally is the result of many factors including more effective countermeasures against drunken driving and the passage, by many states, of seat belt legislation.

II. Accident Charactcteristics

Traffic accident research is based on the assumption that all accidents have antecedent causes that can be identified and logically understood. Multiple causation is accepted as a number of prior events and conditions may lead to a traffic accident. While determination of which factor or variable contributed most toward an accident is difficult, law enforcement officers conducting accident investigations use standard procedures to identify the probable cause of traffic accidents. By searching for common patterns or factors in traffic accidents, appropriate and effective countermeasures may be developed and implemented. In the sections that follow, various characteristics/factors identified in South Carolina traffic accidents are presented; these relate to the driver, the time and location of accidents, environmental conditions, and vehicles.

The Driver

Drivers in a complex traffic environment are required to make dozens of decisions in order to safely operate their vehicles. Any incorrect decision can result in an accident. Improper driving can be the result of many factors including inexperience, distraction, physical impairment, or just plain carelessness. On the following pages, statistics are presented concerning drivers involved in motor vehicle accidents during 1987.

S. C. DRIVERS CURRENTLY LICENSED BY AGE AND SEX*

AGE	MALE	(%)	FEMALE	(%)	TOTAL	(%)
13@	239	(0.0%)	56	(0.0%)	295	(0.0%)
14@	426	(0.0%)	49	(0.0%)	475	(0.0%)
15	6,972	(0.3%)	5,535	(0.3%)	12,507	(0.6%)
16	15,995	(0.7%)	13,312	(0.6%)	29,307	(1.3%)
17	20,287	(0.9%)	16,973	(0.8%)	37,260	(1.7%)
18	21,172	(1.0%)	17,882	(0.8%)	39,054	(1.8%)
19	21,735	(1.0%)	19,335	(0.9%)	41,070	(1.9%)
20	22,754	(1.0%)	20,452	(0.9%)	43,206	(2.0%)
21	23,279	(1.1%)	21,860	(1.0%)	45,139	(2.1%)
22	24,267	(1.1%)	23,999	(1.1%)	48,266	(2.2%)
23	27,295	(1.2%)	26,937	(1.2%)	54,232	(2.5%)
24	28,169	(1.3%)	27,928	(1.3%)	56,097	(2.6%)
25-29	139,305	(6.3%)	141,189	(6.4%)	280,494	(12.8%)
30-34	133,125	(6.1%)	138,433	(6.3%)	271,558	(12.4%)
35-39	121,298	(5.5%)	124,067	(5.7%)	245,365	(11.2%)
40-44	103,964	(4.7%)	102,902	(4.7%)	206,866	(9.4%)
45-49	80,657	(3.7%)	78,362	(3.6%)	159,019	(7.2%)
50-54	67,353	(3.1%)	66,354	(3.0%)	134,007	(6.1%)
55-59	62,426	(2.8%)	61,164	(2.8%)	123,590	(5.6%)
60-64	60,065	(1.7%)	58,912	(2.7%)	118,977	(5.4%)
65-69	53,318	(2.4%)	49,967	(2.3%)	103,285	(4.7%)
70+	74,954	(3.4%)	70,325	(3.2%)	145,279	(6.6%)
TOTAL	1,109,055	(50.5%)	1,086,293	(49.5%)	2,195,348	(100.0%)

*As of 12/31/87

@Moped License Only

ALL REPORTED ACCIDENTS

AGE AND SEX OF DRIVER

1987

AGE	TOTAL ACCIDENTS			FATAL ACCIDENTS			INJURY ACCIDENTS			PROPERTY DAMAGE ACCIDENTS		
	TOTAL	MALE	FEMALE	TOTAL	MALE	FEMALE	TOTAL	MALE	FEMALE	TOTAL	MALE	FEMALE
14 and Younger	340	230	110	2	2	0	96	67	29	242	161	81
15	1242	696	546	7	4	3	260	150	110	975	542	433
16	4807	2772	2035	23	16	7	965	525	440	3819	2231	1588
17	7142	4307	2835	30	18	12	1401	817	584	5711	3472	2239
18	7936	4973	2963	41	36	5	1645	998	647	6250	3939	2311
19	7662	4894	2768	59	46	13	1581	1007	574	6022	3841	2181
20	7636	4848	2788	62	45	17	1565	1002	563	6009	3801	2208
21	7242	4686	2556	62	49	13	1530	971	559	5650	3666	1984
22	7390	4556	2834	59	44	15	1557	950	607	5774	3562	2212
23	7507	4597	2910	59	44	15	1500	903	597	5948	3650	2298
24	7118	4456	2662	40	29	11	1505	919	586	5573	3508	2065
25 to 34	53113	31159	21954	380	288	92	11352	6829	4523	41381	24042	17339
35 to 44	37988	23956	14032	228	176	52	7267	4186	3081	30493	19594	10899
45 to 54	19897	12002	7895	124	97	27	3693	2247	1446	16080	9658	6422
55 to 64	13828	9163	4665	104	80	24	2905	1764	1141	10819	7319	3500
65 and Older	14211	9077	5134	119	75	44	2762	1695	1067	11330	7307	4023
Not Stated	10977	10884	93	43	43	0	1357	1338	19	9577	9503	74
TOTALS	216036	137256	78780	1442	1092	350	42941	26368	16573	171653	109796	61857

HOME STATE OF DRIVERS INVOLVED IN SOUTH CAROLINA TRAFFIC ACCIDENTS

STATE	DRIVERS	PERCENT
Alabama	416	0.19
Alaska	13	0.01
Arizona	114	0.05
Arkansas	93	0.04
California	411	0.19
Colorado	89	0.04
Connecticut	185	0.08
Delaware	53	0.02
District of Columbia	48	0.02
Florida	1,963	0.90
Georgia	3,510	1.61
Hawaii	27	0.01
Idaho	14	0.01
Illinois	393	0.18
Indiana	245	0.11
Iowa	64	0.03
Kansas	58	0.03
Kentucky	332	0.15
Louisiana	215	0.10
Maine	77	0.04
Maryland	391	0.18
Massachusetts	144	0.07
Michigan	304	0.14
Minnesota	196	0.09
Mississippi	184	0.08
Missouri	130	0.06
Montana	20	0.01
Nebraska	30	0.01
Nevada	18	0.01
New Hampshire	63	0.03
New Jersey	420	0.19
New Mexico	37	0.02
New York	754	0.35
North Carolina	6,580	3.01
North Dakota	15	0.01
Ohio	988	0.45
Oklahoma	85	0.04
Oregon	39	0.02
Pennsylvania	706	0.32
Rhode Island	27	0.01
South Carolina	179,195	82.04
South Dakota	31	0.01
Tennessee	757	0.35
Texas	621	0.28
Utah	23	0.01
Vermont	16	0.01
Virginia	1,127	0.52
Washington	88	0.04
West Virginia	397	0.18
Wisconsin	133	0.06
Wyoming	26	0.01
Other*	16,548	7.58
STATE TOTALS	218,413	100.00

*Includes Foreign Countries, Unlicensed Drivers, and Unknown

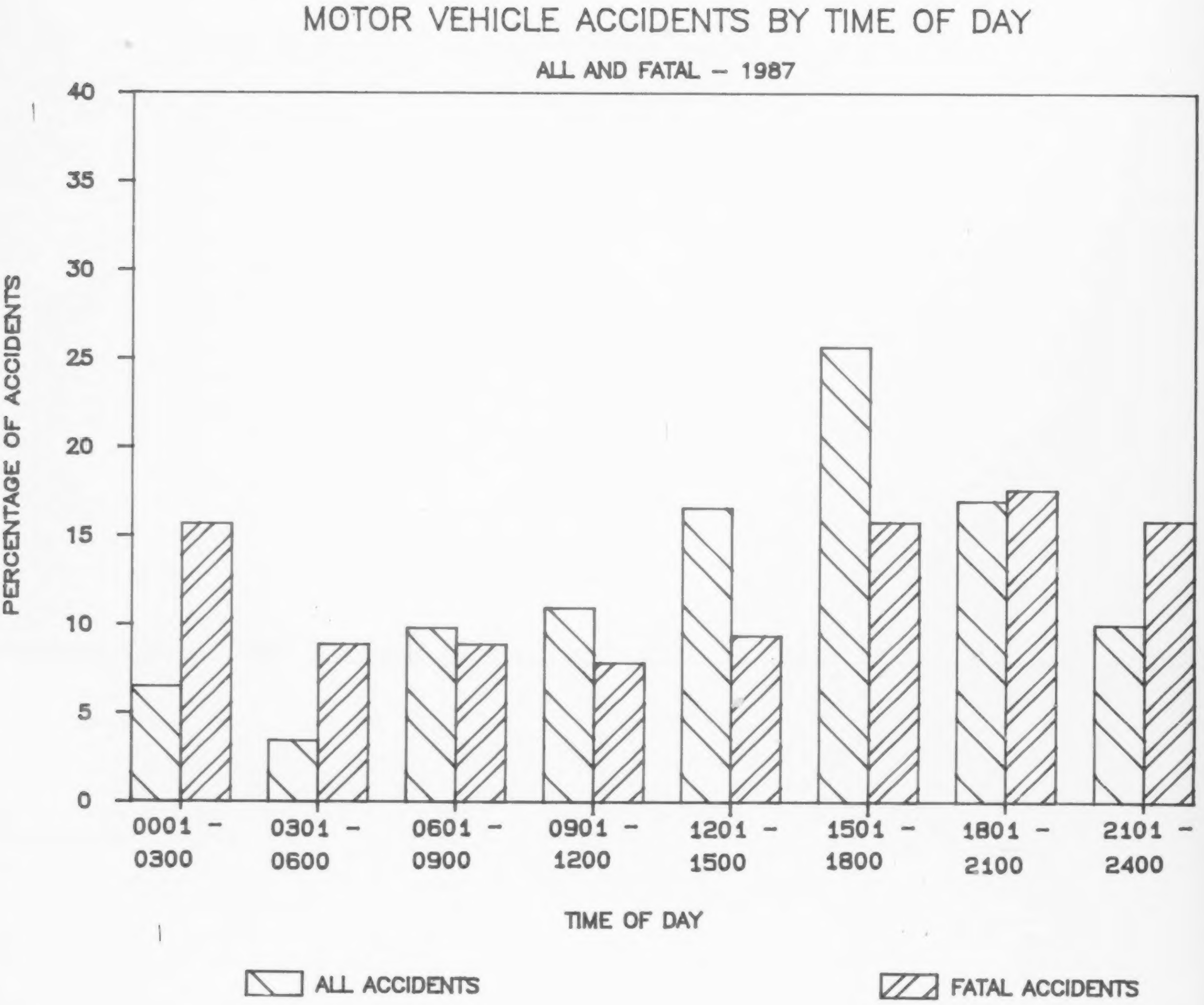
CONTRIBUTING FACTORS IN MOTOR VEHICLE ACCIDENTS

	1986		1987	
CONTRIBUTING FACTORS	DRIVERS	%	DRIVERS	%
Speed Too Fast	35,887	33.67	37,537	34.06
Failed To Yield Right of Way	23,695	22.23	24,534	22.26
Disregarded Sign or Signal	5,150	4.83	5,419	4.92
Drove Left of Center	2,584	2.42	2,560	2.32
Improper Overtaking	2,261	2.12	2,339	2.12
Followed Too Closely	8,391	7.87	9,115	8.27
Made Improper Turn	4,770	4.48	4,664	4.23
Had Been Drinking	5,160	4.84	4,996	4.53
Other Improper Driving	5,188	4.87	4,970	4.51
Mechanical Defect	1,369	1.28	1,444	1.31
Other	12,126	11.38	12,631	11.46
Total Drivers	106,581	100.00	110,209	100.00

The most frequent contributing factor in motor vehicle accidents in 1987 was excessive speed, representing more than one-third of all contributing factors indicated. Failure to yield the right-of-way was second, accounting for 22.26%.

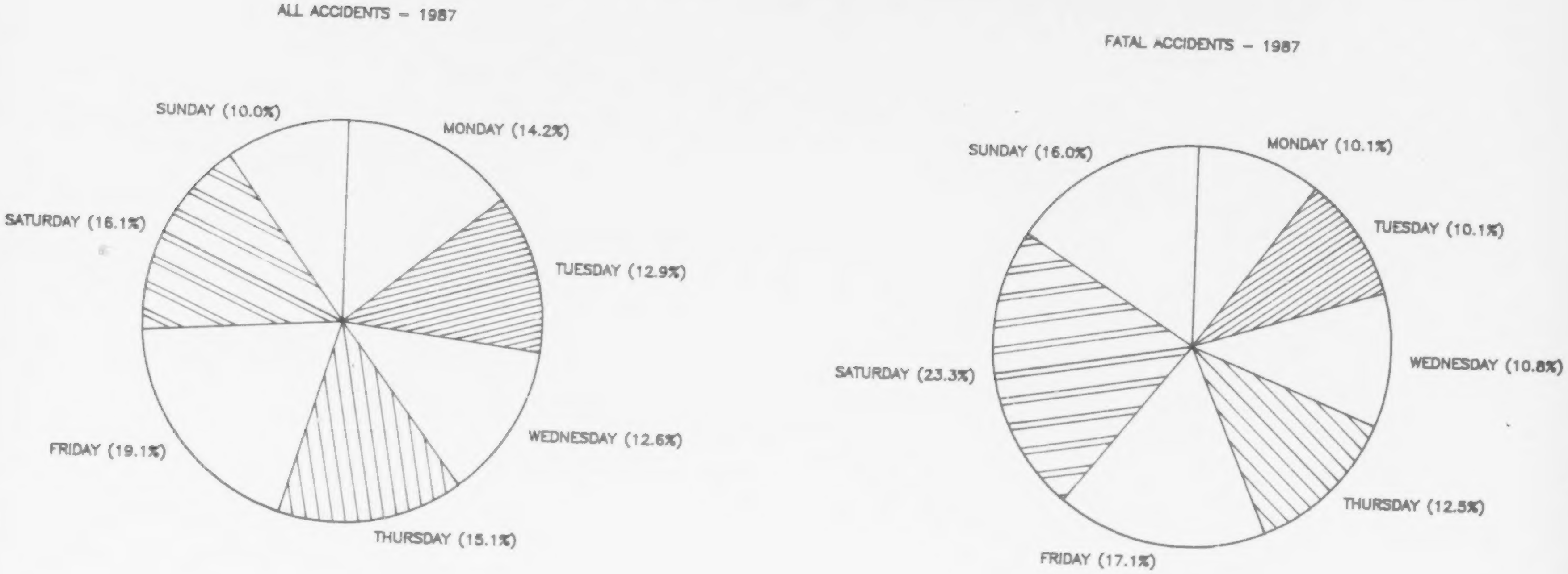
Time

Motor vehicle accidents can occur at any time of the day, week, and year. Some time periods result in a greater number of accidents; other periods have an overrepresentation of fatal accidents. These differences may be explained by the volume of traffic, number of alcohol impaired drivers, visibility, driver attitudes, etc., which fluctuate as a function of time. On the following pages motor vehicle accidents are summarized by the various time related categories.



Motor vehicle accidents fluctuate as a function of time of day. As the chart indicates, the highest percentage of motor vehicle accidents occurs during the afternoon rush hour. Fatal accidents, however, are more likely to occur between 3:00 p.m. and 3:00 a.m., with the greatest percentage occurring between 6:00 p.m. to 9:00 p.m.

MOTOR VEHICLE ACCIDENTS BY DAY OF WEEK

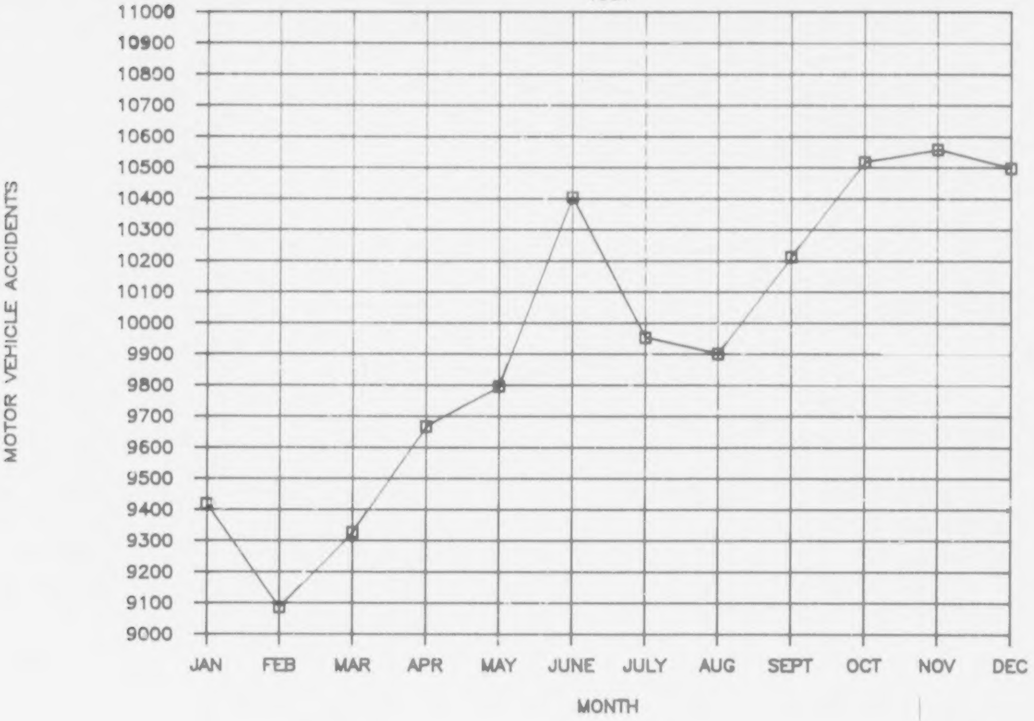


The proportion of motor vehicle accidents fluctuated from a low of 10.0% on Sundays to a high of 19.1% on Fridays during 1987. With the exception of Friday, the incidence of all accidents tended to be fairly equally distributed among the seven days of the week. Each individual day accounts for slightly more than 14% of the week.

In general, fatal accidents are skewed toward the weekend days. The top three days for these accidents were Saturday, Friday, and Sunday in that order. A total of 23.3% of fatal accidents occurred on a Saturday.

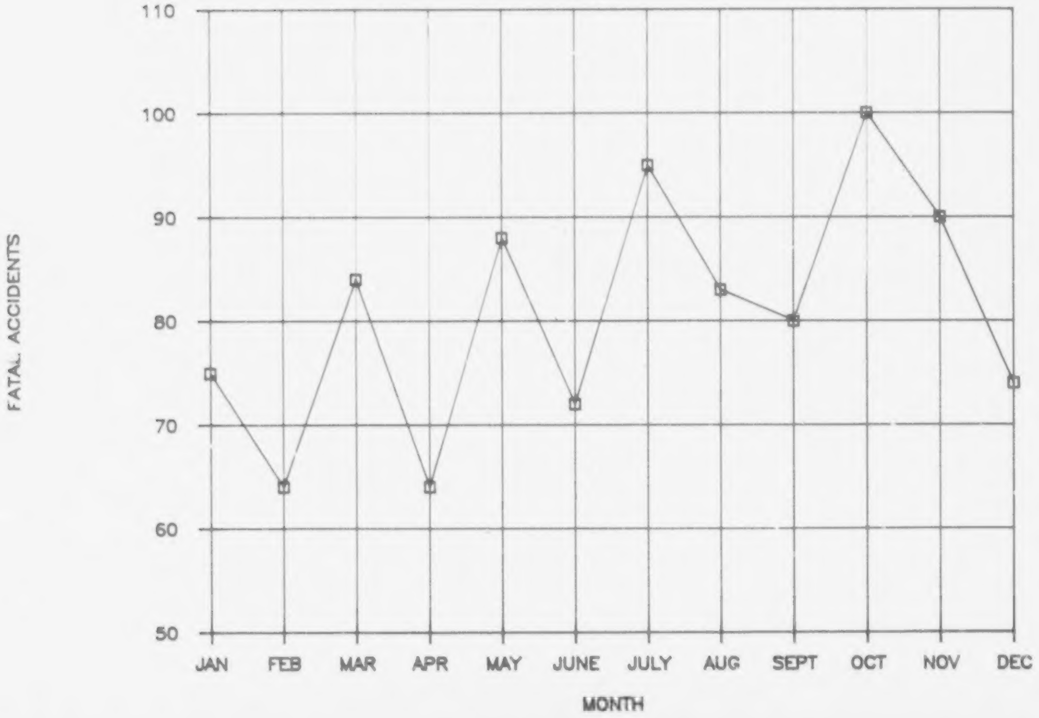
MOTOR VEHICLE ACCIDENTS BY MONTH

1987



FATAL ACCIDENTS BY MONTH

1987



SOUTH CAROLINA
MOTOR VEHICLE TRAFFIC DEATH CALENDAR
1987

	JANUARY						
	SUN	MON	TUE	WED	THUR	FRI	SAT
					1 4	2 9	3 10
	4 3	5 2	6 0	7 2	8 7	9 1	10 6
	11 1	12 1	13 2	14 2	15 0	16 6	17 2
	18 3	19 0	20 4	21 0	22 3	23 2	24 2
	25 3	26 0	27 1	28 2	29 5	30 5	31 2
TOTAL	10	3	7	6	19	23	22

90

	FEBRUARY						
	SUN	MON	TUE	WED	THUR	FRI	SAT
	1 2	2 2	3 2	4 0	5 2	6 1	7 8
	8 1	9 0	10 1	11 2	12 3	13 5	14 10
	15 1	16 1	17 1	18 1	19 1	20 0	21 3
	22 5	23 2	24 1	25 1	26 5	27 2	28 4
TOTAL	9	5	5	4	11	8	25

67

	MARCH						
	SUN	MON	TUE	WED	THUR	FRI	SAT
	1 6	2 1	3 0	4 4	5 3	6 7	7 3
	8 4	9 1	10 1	11 2	12 2	13 4	14 4
	15 5	16 4	17 1	18 2	19 3	20 2	21 4
	22 8	23 3	24 1	25 3	26 3	27 3	28 6
	29 1	30 4	31 0				
TOTAL	24	13	3	11	11	16	17

95

	APRIL						
	SUN	MON	TUE	WED	THUR	FRI	SAT
				1 1	2 2	3 1	4 3
	5 2	6 3	7 0	8 2	9 1	10 2	11 7
	12 3	13 1	14 1	15 4	16 1	17 2	18 5
	19 3	20 2	21 3	22 3	23 1	24 4	25 1
	26 3	27 1	28 4	29 0	30 1		
TOTAL	11	7	8	10	6	9	16

67

	MAY						
	SUN	MON	TUE	WED	THUR	FRI	SAT
						1 3	2 6
	3 1	4 4	5 5	6 1	7 2	8 3	9 1
	10 3	11 4	12 2	13 2	14 3	15 4	16 4
	17 3	18 2	19 1	20 3	21 4	22 1	23 3
	24 5	25 2	26 2	27 3	28 1	29 8	30 8
	31 6						
TOTAL	18	12	10	9	10	19	22

100

	JUNE						
	SUN	MON	TUE	WED	THUR	FRI	SAT
		1 4	2 3	3 3	4 1	5 0	6 4
	7 1	8 2	9 2	10 1	11 2	12 0	13 2
	14 3	15 1	16 2	17 2	18 1	19 3	20 6
	21 3	22 4	23 1	24 4	25 2	26 9	27 9
	28 4	29 1	30 1				
TOTAL	11	12	9	10	6	12	21

81

SOUTH CAROLINA
MOTOR VEHICLE TRAFFIC DEATH CALENDAR
1987

JULY

	SUN	MON	TUE	WED	THUR	FRI	SAT
				1 3	2 4	3 4	4 3
	5 3	6 0	7 2	8 8	9 3	10 1	11 7
	12 5	13 4	14 3	15 2	16 1	17 4	18 7
	19 4	20 3	21 3	22 1	23 2	24 3	25 7
	26 2	27 3	28 2	29 3	30 2	31 6	
TOTAL	14	10	10	17	12	18	24

105

AUGUST

	SUN	MON	TUE	WED	THUR	FRI	SAT
							1 7
	2 6	3 5	4 3	5 1	6 2	7 4	8 6
	9 3	10 0	11 4	12 2	13 2	14 1	15 3
	16 5	17 4	18 2	19 4	20 1	21 2	22 4
	23 3	24 3	25 1	26 1	27 1	28 1	29 6
	30 2	31 0					
TOTAL	19	12	10	8	6	8	26

89

SEPTEMBER

	SUN	MON	TUE	WED	THUR	FRI	SAT
			1 1	2 5	3 4	4 9	5 18
	6 0	7 4	8 0	9 0	10 1	11 4	12 3
	13 2	14 3	15 2	16 2	17 1	18 7	19 4
	20 4	21 2	22 1	23 2	24 6	25 0	26 3
	27 3	28 0	29 1	30 5			
TOTAL	9	9	5	14	12	20	28

97

OCTOBER

	SUN	MON	TUE	WED	THUR	FRI	SAT
					1 5	2 4	3 7
	4 1	5 6	6 1	7 3	8 1	9 5	10 6
	11 6	12 0	13 1	14 1	15 3	16 0	17 9
	18 3	19 0	20 4	21 1	22 0	23 4	24 11
	25 5	26 5	27 4	28 1	29 2	30 6	31 6
TOTAL	15	11	10	6	11	19	39

111

NOVEMBER

	SUN	MON	TUE	WED	THUR	FRI	SAT
	1 6	2 5	3 5	4 2	5 4	6 3	7 1
	8 5	9 1	10 4	11 1	12 3	13 2	14 8
	15 6	16 1	17 5	18 2	19 3	20 3	21 5
	22 4	23 2	24 2	25 0	26 8	27 7	28 3
	29 1	30 3					
TOTAL	22	12	16	5	18	15	17

105

DECEMBER

	SUN	MON	TUE	WED	THUR	FRI	SAT
			1 1	2 3	3 2	4 3	5 2
	6 2	7 1	8 0	9 1	10 1	11 6	12 2
	13 0	14 3	15 5	16 4	17 1	18 3	19 7
	20 4	21 3	22 0	23 3	24 5	25 5	26 1
	27 3	28 3	29 3	30 1	31 2		
TOTAL	9	10	9	12	11	17	12

80

PERSONS KILLED AND FATAL ACCIDENTS FOR SELECTED HOLIDAY PERIODS IN SOUTH CAROLINA

YEARS 1978 - 1987

Holiday & Years	Time Beginning	Days & Dates	Hours	Actual Holiday	Persons Killed			Fatal Accidents		
					Rural	Urban	Total	Rural	Urban	Total
Memorial Day										
1978	6 p.m.	5/26 - 5/29	78	Monday	18	1	19	14	1	15
1979	6 p.m.	5/25 - 5/28	78	Monday	6	1	7	6	1	7
1980	6 p.m.	5/23 - 5/26	78	Monday	8	0	8	7	0	7
1981	6 p.m.	5/22 - 5/25	78	Monday	10	2	12	10	1	11
1982	6 p.m.	5/28 - 5/31	78	Monday	5	0	5	4	0	4
1983	6 p.m.	5/27 - 5/30	78	Monday	7	0	7	6	0	6
1984	6 p.m.	5/25 - 5/28	78	Monday	5	0	5	5	0	5
1985	6 p.m.	5/24 - 5/27	78	Monday	10	2	12	8	2	10
1986	6 p.m.	5/23 - 5/26	78	Monday	16	1	17	13	1	14
1987	6 p.m.	5/22 - 5/25	78	Monday	10	0	10	8	0	8
Fourth of July										
1978	6 p.m.	6/30 - 7/04	102	Tuesday	14	1	15	14	1	15
1979	6 p.m.	7/03 - 7/04	30	Wednesday	2	0	2	2	0	2
1980	6 p.m.	7/03 - 7/06	78	Friday	4	2	6	4	2	6
1981	6 p.m.	7/02 - 7/05	78	Saturday	10	3	13	10	2	12
1982	6 p.m.	7/02 - 7/04	78	Sunday	5	3	8	5	2	7
1983	6 p.m.	7/01 - 7/04	78	Monday	10	7	17	8	5	13
1984	6 p.m.	7/03 - 7/04	30	Wednesday	3	0	3	2	0	2
1985	6 p.m.	7/03 - 7/07	102	Thursday	16	4	20	14	4	18
1986	6 p.m.	7/03 - 7/06	78	Friday	16	1	17	16	1	17
1987	6 p.m.	7/02 - 7/05	78	Saturday	12	1	13	12	1	13

PERSONS KILLED AND FATAL ACCIDENTS FOR SELECTED HOLIDAY PERIODS IN SOUTH CAROLINA

YEARS 1978 - 1987

Holiday & Years	Time Beginning	Days & Dates	Hours	Actual Persons	Persons Killed			Fatal Accidents		
					Rural	Urban	Total	Rural	Urban	Total
Labor Day										
1978	6 p.m.	9/01 - 9/04	78	Monday	6	2	8	6	2	8
1979	6 p.m.	8/31 - 9/03	78	Monday	8	0	8	7	0	7
1980	6 p.m.	8/29 - 9/01	78	Monday	8	4	12	7	4	11
1981	6 p.m.	9/04 - 9/07	78	Monday	7	1	8	7	1	8
1982	6 p.m.	9/03 - 9/06	78	Monday	9	1	10	8	1	9
1983	6 p.m.	9/02 - 9/05	78	Monday	10	1	11	10	1	11
1984	6 p.m.	8/31 - 9/03	78	Monday	12	0	12	10	0	10
1985	6 p.m.	8/30 - 9/02	78	Monday	8	3	11	8	3	11
1986	6 p.m.	9/29 - 9/01	78	Monday	14	0	14	7	0	7
1987	6 p.m.	9/04 - 9/07	78	Monday	25	1	25	14	1	14
Thanksgiving										
1978	6 p.m.	11/22 - 11/26	102	Thursday	16	1	17	11	1	12
1979	6 p.m.	11/21 - 11/25	102	Thursday	13	2	15	10	2	12
1980	6 p.m.	11/26 - 11/30	102	Thursday	9	0	9	8	0	8
1981	6 p.m.	11/25 - 11/29	102	Thursday	6	1	7	6	1	7
1982	6 p.m.	11/24 - 11/28	102	Thursday	6	0	6	5	0	5
1983	6 p.m.	11/23 - 11/27	102	Thursday	12	1	13	10	1	11
1984	6 p.m.	11/21 - 11/25	102	Thursday	11	2	13	11	2	13
1985	6 p.m.	11/27 - 12/01	102	Thursday	11	2	13	10	2	12
1986	6 p.m.	11/26 - 11/30	102	Thursday	15	1	16	11	1	12
1987	6 p.m.	11/25 - 11/29	102	Thursday	15	4	19	14	1	15

PERSONS KILLED AND FATAL ACCIDENTS FOR SELECTED HOLIDAY PERIODS IN SOUTH CAROLINA

YEARS 1978 - 1987

Holiday & Years	Time Beginning	Days & Dates	Hours	Actual Holiday	Persons Killed			Fatal Accidents		
Christmas					Rural	Urban	Total	Rural	Urban	Total
1978	6 p.m.	12/22 - 12/25	78	Monday	15	2	17	15	2	17
1979	6 p.m.	12/21 - 12/25	102	Tuesday	8	0	8	8	0	8
1980	6 p.m.	12/24 - 12/28	102	Thursday	11	2	13	11	1	12
1981	6 p.m.	12/24 - 12/27	78	Friday	13	0	13	10	0	10
1982	6 p.m.	12/23 - 12/26	78	Saturday	7	1	8	7	1	8
1983	6 p.m.	12/23 - 12/26	78	Sunday	9	1	10	8	1	9
1984	6 p.m.	12/21 - 12/25	102	Tuesday	18	2	20	17	2	19
1985	6 p.m.	12/24 - 12/25	30	Wednesday	6	0	6	4	0	4
1986	6 p.m.	12/24 - 12/28	102	Thursday	12	4	16	12	3	15
1987	6 p.m.	12/24 - 12/27	78	Friday	8	2	10	8	2	10
New Years										
1978	6 p.m.	12/29/78 - 01/01/79	78	Monday	8	2	10	8	2	10
1979	6 p.m.	12/28/79 - 01/01/80	102	Tuesday	8	1	9	8	1	9
1980	6 p.m.	12/31/80 - 01/04/81	102	Thursday	4	2	6	4	2	6
1981	6 p.m.	12/31/81 - 01/03/82	78	Friday	8	0	8	8	0	8
1982	6 p.m.	12/30/82 - 01/02/83	78	Saturday	6	2	8	6	2	8
1983	6 p.m.	12/30/83 - 01/02/84	78	Sunday	8	0	8	8	0	8
1984	6 p.m.	12/28/84 - 01/01/85	102	Tuesday	12	0	12	10	0	10
1985	6 p.m.	12/31/85 - 01/01/86	30	Wednesday	4	0	4	4	0	4
1986	6 p.m.	12/31/86 - 01/04/87	102	Thursday	25	2	27	18	2	20
1987	6 p.m.	12/31/87 - 01/03/88	78	Friday	5	1	6	5	1	6

Location

The following pages present various statistics concerning the location of accidents. Charleston County had the greatest number of motor vehicle accidents in the state during 1987. Richland, Greenville, and Horry had the second, third, and fourth largest accident totals respectively.

The predominately urban counties of Greenville, Richland, and Charleston Counties experienced the greatest number of fatalities in 1987. Sparsely populated Allendale and McCormick Counties had the fewest fatalities during the year. State Secondary routes had the most fatalities of the five major route category types.

SOUTH CAROLINA
TRAFFIC ACCIDENT DEATHS
BY HIGHWAY DISTRICT

1986 vs. 1987

DISTRICT #1

COUNTY	DEATHS	
	1986	1987
Aiken	27	34
Kershaw	25	16
Lee	9	4
Lexington	48	38
Richland	64	70
Sumter	32	30
TOTAL	205	192

DISTRICT #2

COUNTY	DEATHS	
	1986	1987
Abbeville	4	8
Edgefield	12	8
Greenwood	13	13
Laurens	16	15
McCormick	5	3
Newberry	10	8
Saluda	6	9
TOTAL	66	64

DISTRICT #3

COUNTY	DEATHS	
	1986	1987
Anderson	42	56
Greenville	74	87
Oconee	17	25
Pickens	25	18
Spartanburg	56	52
TOTAL	214	238

DISTRICT #4

Cherokee	13	22
Chester	11	12
Chesterfield	15	16
Fairfield	14	13
Lancaster	15	17
Union	8	11
York	37	43
TOTAL		

DISTRICT #5

Darlington	29	23
Dillon	19	19
Florence	34	38
Georgetown	21	27
Horry	64	61
Marion	12	18
Marlboro	8	11
Williamsburg	15	29
TOTAL	202	226

DISTRICT #6

Beaufort	18	17
Berkeley	32	27
Charleston	61	61
Colleton	18	23
Dorchester	25	20
Jasper	14	17
TOTAL	168	165

DISTRICT #7

Allendale	2	1
Bamberg	3	7
Barnwell	5	4
Calhoun	6	9
Clarendon	27	14
Hampton	7	5
Orangeburg	41	28
TOTAL	91	68

STATE TOTAL

District #1	205	192
District #2	66	64
District #3	214	238
District #4	113	134
District #5	202	226
District #6	168	165
District #7	91	68
TOTAL	1059	1087

SOUTH CAROLINA

MOTOR VEHICLE TRAFFIC ACCIDENTS BY COUNTIES

1987

COUNTY	NUMBER OF ACCIDENTS								TOTAL INJURED		TOTAL KILLED			
	FATAL		PERSONAL INJURY		PROPERTY DAMAGE		TOTAL				1987		1986	
	STATE HWYS.	ALL	STATE HWYS.	ALL	STATE HWYS.	ALL	STATE HWYS.	ALL	STATE HWYS.	ALL	STATE HWYS.	ALL	STATE HWYS.	ALL
Abbeville	3	7	62	109	231	399	296	515	104	166	4	8	4	4
Aiken	16	33	515	814	1849	2854	2380	3701	776	1178	16	34	14	27
Allendale	1	1	27	41	136	210	164	252	40	58	1	1	1	2
Anderson	31	48	526	862	2242	3640	2799	4550	888	1411	38	56	25	42
Bamberg	4	6	31	47	229	396	264	449	46	68	5	7	2	3
Barnwell	3	4	40	64	225	318	268	386	71	122	3	4	3	5
Beaufort	11	16	279	389	1501	2134	1791	2539	468	619	12	17	12	18
Berkeley	10	25	317	642	1185	2331	1512	2998	495	943	11	27	22	32
Calhoun	4	8	42	57	174	259	220	324	73	93	5	9	4	6
Charleston	38	58	1961	3181	6429	10776	8428	14015	2998	4719	39	61	34	61
Cherokee	10	15	174	300	713	1067	897	1382	285	478	17	22	10	13
Chester	7	10	167	241	429	648	603	899	282	407	9	12	9	11
Chesterfield	9	16	180	298	408	600	597	914	309	504	9	16	10	15
Clarendon	7	11	81	111	382	572	470	694	135	184	10	14	19	27
Colleton	12	18	131	195	716	1063	859	1276	247	352	16	23	14	18
Darlington	10	22	315	550	701	1254	1026	1826	553	929	10	23	15	29
Dillon	9	16	184	300	477	755	670	1071	311	494	12	19	10	19
Dorchester	13	19	236	379	1135	1927	1384	2325	324	515	14	20	12	25
Edgefield	6	8	50	80	245	380	301	468	71	108	6	8	7	12
Fairfield	10	11	117	204	394	599	521	814	216	343	12	13	7	14
Florence	15	33	512	1058	1392	2714	1919	3805	874	1744	18	38	14	34
Georgetown	15	24	186	312	699	1086	900	1422	332	529	17	27	14	21
Greenville	48	82	1113	1899	5919	10359	7080	12340	1679	2766	52	87	46	74
Greenwood	7	13	312	497	920	1445	1239	1955	507	790	7	13	8	13
Hampton	3	5	66	85	262	369	331	459	106	136	3	5	3	7
Horry	40	57	1112	1537	3983	5453	5135	7047	1803	2415	44	61	39	64
Jasper	12	15	70	87	431	542	513	644	99	127	14	17	13	14
Kershaw	6	15	115	193	643	1051	764	1259	192	330	7	16	13	25
Lancaster	8	16	303	528	731	1243	1042	1787	512	865	8	17	9	15
Laurens	9	12	222	325	783	1246	1014	1583	330	472	12	15	11	16
Lee	2	4	51	92	231	354	284	450	84	146	2	4	6	9
Lexington	18	34	656	1031	2893	4518	3567	5583	1017	1602	20	38	23	48
McCormick	1	1	34	52	113	189	148	242	53	78	3	3	0	5
Marion	9	15	143	251	480	832	632	1098	249	411	11	18	6	12
Marlboro	6	10	127	214	308	496	441	720	227	360	6	11	5	8
Newberry	4	7	135	205	497	821	636	1033	221	320	5	8	7	10
Oconee	13	20	168	300	685	1153	866	1473	257	456	18	25	9	17
Orangeburg	20	25	400	563	1595	2312	2015	2900	660	888	23	28	27	47
Pickens	9	17	286	445	1232	1895	1527	2357	414	639	10	18	9	25
Richland	38	65	1672	2499	6855	10700	8565	13264	2560	3764	43	70	37	64
Saluda	3	6	46	75	175	262	224	343	73	115	6	9	3	6
Spartanburg	32	48	797	1321	3796	6224	4625	7593	1243	1984	35	52	38	56
Sumter	13	24	244	403	1486	2222	1743	2649	393	621	18	30	14	32
Union	3	10	102	192	348	613	453	815	162	299	3	11	7	8
Williamsburg	9	20	97	213	364	638	470	871	174	357	18	29	9	15
York	27	39	565	883	2188	3332	2780	4254	889	1382	31	43	22	37
TOTALS	584	969	14969	24124	58810	94251	74363	119344	23802	37287	683	1087	626	1059

SUMMARY - CITIES

CITY	1980 CENSUS POPULATION	NUMBER OF ACCIDENTS*		NUMBER OF INJURIES*		NUMBER OF DEATHS*	
		1986	1987	1986	1987	1986	1987
Columbia	101,208	13648	13486	3408	3629	45	41
Charleston	69,510	9360	9125	2669	2678	41	26
North Charleston	62,534	3771	4146	1281	1334	15	16
Greenville	58,242	8985	9103	1767	1992	35	50
Spartanburg	43,968	4416	4541	1180	1351	15	14
Rock Hill	35,344	2303	2286	685	728	5	6
Florence	30,062	2197	2023	852	819	16	9
Anderson	27,313	2044	2110	649	690	7	14
Sumter	24,890	1367	1403	420	378	5	5
Greenwood	21,613	1105	1075	412	463	2	4
Myrtle Beach	18,446	2180	2084	764	836	6	10
Goose Creek	17,811	385	400	127	134	2	0
Hilton Head	17,500	675	715	78	90	0	1
Aiken	14,978	767	801	260	253	3	2
Orangeburg	14,933	1035	1101	402	421	2	2
Easley	14,264	597	655	275	260	3	0
Mount Pleasant	13,838	703	770	252	273	1	3
North Augusta	13,593	1428	1554	385	464	8	3
Gaffney	13,453	534	523	159	214	0	1
Hanahan	13,224	184	202	70	69	0	3
Cayce	11,701	459	448	162	184	1	1
Laurens	10,587	381	423	140	158	0	0
Greer	10,525	509	524	220	164	0	2
Union	10,523	347	323	140	96	0	4
West Columbia	10,409	690	621	231	179	2	0
Conway	10,240	555	558	131	176	1	2
Georgetown	10,144	561	514	239	215	0	1
Newberry	9,866	296	326	114	137	2	2
Lancaster	9,603	540	574	199	252	2	3
Simpsonville	9,037	247	216	79	64	0	1

*NOTE: Includes urban limits

SUMMARY - CITIES

CITY	1980 CENSUS POPULATION	NUMBER OF ACCIDENTS* 1986	1987	NUMBER OF INJURIES* 1986	1987	NUMBER OF DEATHS* 1986	1987
Bennettsville	8,744	220	244	126	139	0	1
Beaufort	8,634	514	461	150	196	1	0
Clinton	8,596	250	268	79	82	1	1
Mauldin	8,245	273	323	72	71	0	0
Clemson	8,118	478	481	118	129	3	1
Darlington	7,989	250	243	119	102	3	0
Marion	7,700	253	261	118	92	2	1
Hartsville	7,631	343	388	147	162	0	1
Camden	7,462	307	339	84	124	2	0
Seneca	7,436	338	306	84	107	1	0
Dillon	7,060	362	362	200	153	1	0
Chester	6,820	164	193	69	75	1	0
Lake City	6,731	238	255	101	110	0	1
York	6,412	226	227	100	91	1	2
Summerville	6,368	518	636	140	142	1	0
Walterboro	6,209	359	389	111	165	2	0
Mullins	6,068	180	180	63	39	0	0
Forest Acres	6,033	314	305	75	91	0	1
Abbeville	5,833	129	146	58	51	0	0
Cheraw	5,654	183	222	92	105	1	0
Barnwell	5,572	170	149	61	78	3	2
Belton	5,312	118	126	35	57	0	1
Woodruff	5,171	115	122	48	48	2	0
Manning	4,746	147	134	36	56	1	0
Denmark	4,434	76	87	23	23	1	0
Allendale	4,400	102	99	41	26	0	0
Williamston	4,310	102	96	10	32	0	0
Fountain Inn	4,226	110	125	46	43	0	3
Fort Mill	4,162	128	152	28	44	2	1
Kingstree	4,147	161	172	63	63	1	0

*NOTE: Includes urban limits

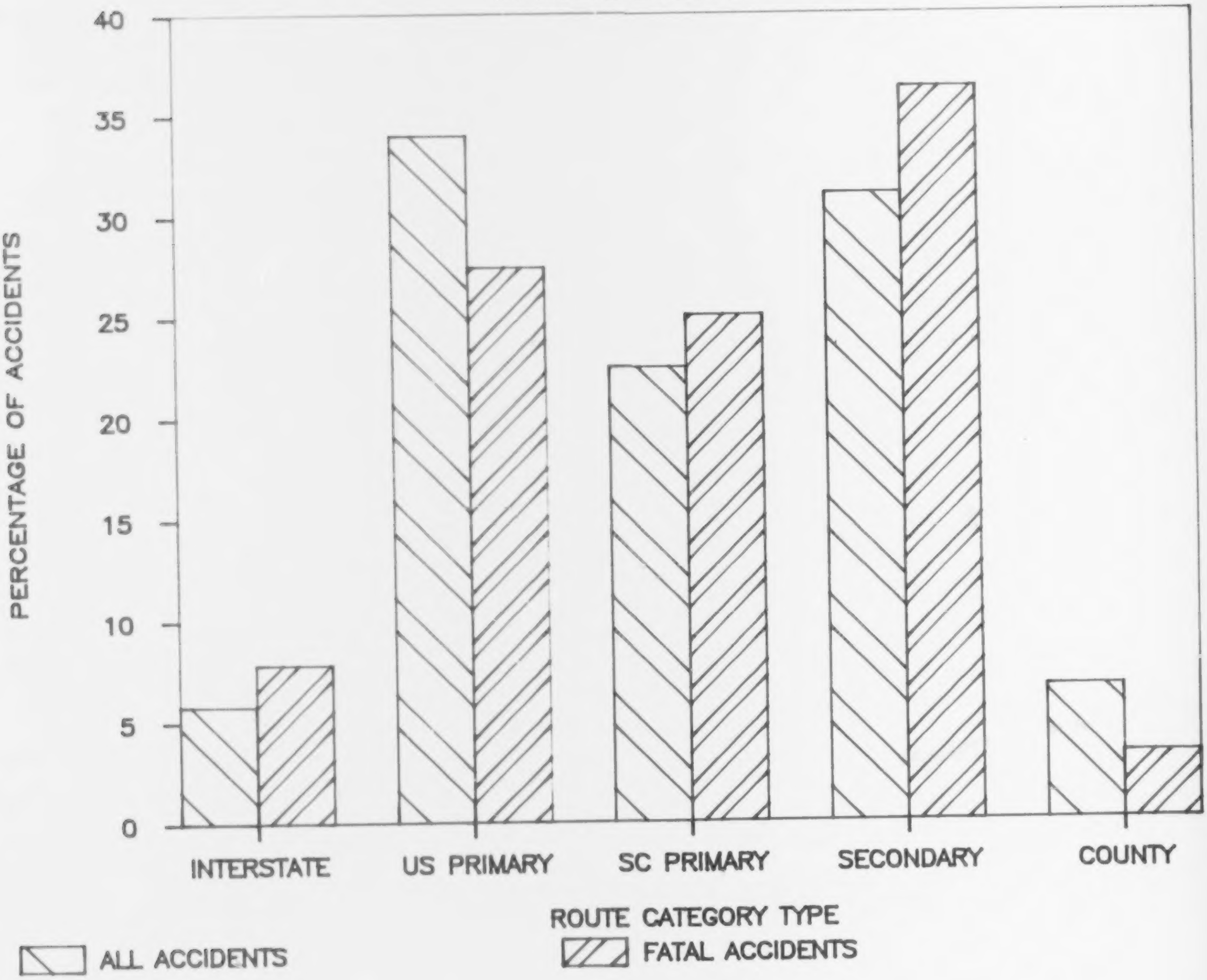
SUMMARY - CITIES

CITY	1980 CENSUS POPULATION	NUMBER OF ACCIDENTS* 1986	NUMBER OF ACCIDENTS* 1987	NUMBER OF INJURIES* 1986	NUMBER OF INJURIES* 1987	NUMBER OF DEATHS* 1986	NUMBER OF DEATHS* 1987
Honea Path	4,114	79	88	22	22	0	0
Batesburg	4,023	130	135	37	53	0	1
Walhalla	3,977	176	142	27	42	2	0
North Myrtle Beach	3,960	765	721	262	249	2	2
Irmo	3,952	126	154	48	46	0	1
Moncks Corner	3,699	208	227	86	81	1	0
Bamberg	3,672	89	104	21	21	1	1
Clover	3,451	120	101	28	36	0	1
Bishopville	3,429	86	89	41	34	0	0
Isle of Palms	3,421	69	63	13	31	0	1
Pickens	3,199	150	133	31	33	0	0
Williston	3,173	64	36	17	7	0	0
Liberty	3,167	68	71	18	22	2	0
Pendleton	3,154	62	56	22	27	0	0
Hampton	3,142	97	92	42	48	0	0
Westminister	3,114	102	100	21	18	0	0
Andrews	3,034	126	107	67	55	1	0
Travelers Rest	3,017	139	118	37	46	2	0
Springdale	2,985	138	156	38	64	1	0
Port Royal	2,977	94	103	31	47	0	0
Winnsboro	2,919	98	104	34	66	0	0
Blackville	2,840	41	39	31	27	0	1
Saluda	2,752	93	78	28	23	0	0
Pageland	2,720	73	70	23	34	0	2
Edgefield	2,713	50	53	9	9	0	0
McColl	2,677	40	54	11	21	0	0
New Ellenton	2,628	27	25	21	2	0	0
Johnston	2,624	58	68	14	11	1	0
Great Falls	2,601	65	62	19	27	0	0
Surfside Beach	2,522	185	252	78	97	2	2

*NOTE: Includes urban limits

ALL AND FATAL ACCIDENTS

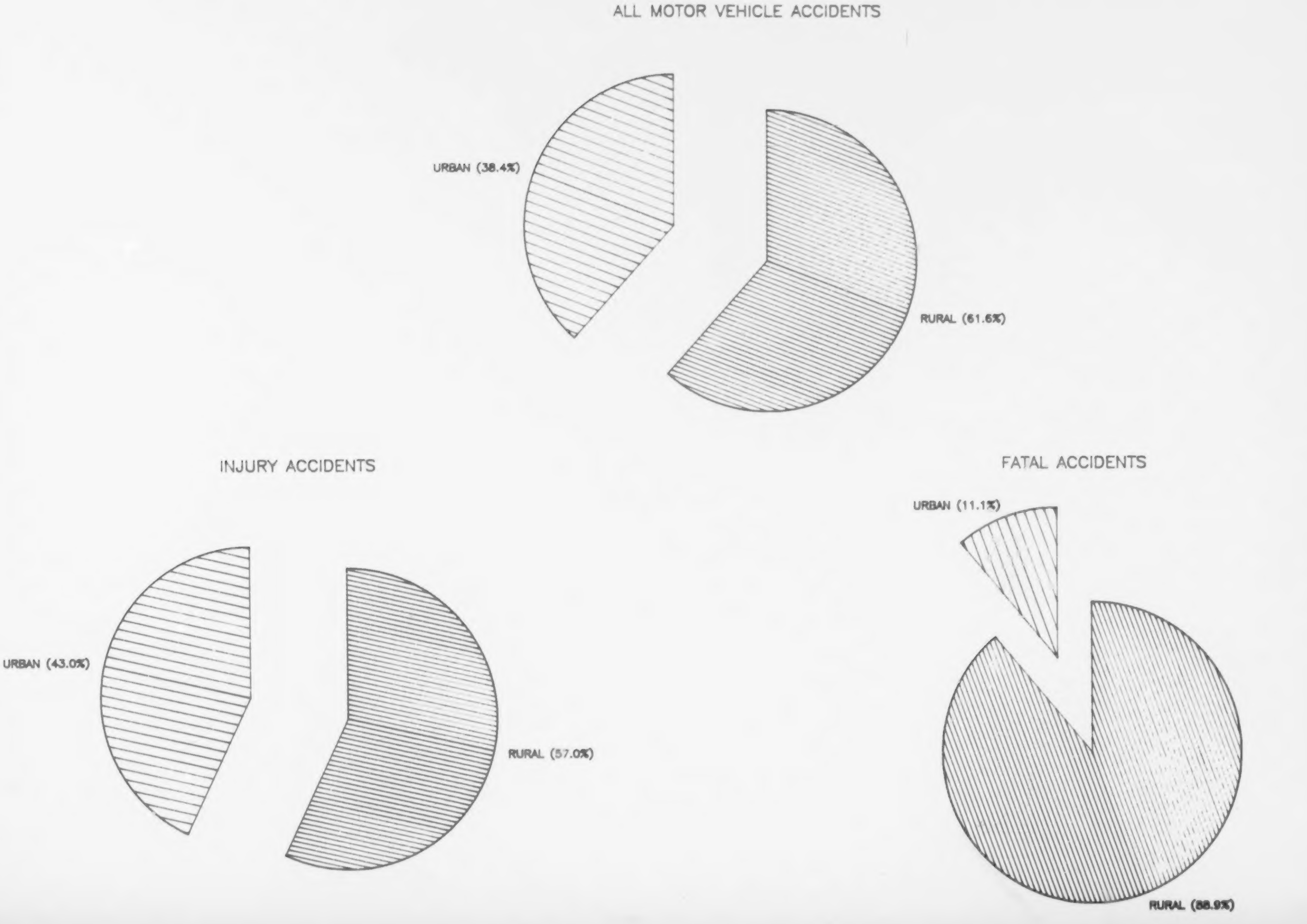
BY ROUTE CATEGORY – 1987



The greatest number of motor vehicle accidents occur on U.S. primary routes. Nearly 34% of all accidents occur on the U.S. primary routes compared to 31% on the secondary routes. An even greater percentage of fatal accidents occur on the secondary routes. More than 36% of the fatal accidents occur on the secondary routes compared to 27% on the next highest category (U.S. primary). Interstate highways accounted for the smallest proportion of motor vehicle accidents, with less than 6% of all accidents occurring on these routes; less than 8% of all fatal accidents occurred on the interstates. County routes experienced the smallest proportion of fatal accidents.

MOTOR VEHICLE ACCIDENTS ON RURAL VERSUS URBAN ROUTES

1987



ALL MOTOR VEHICLE ACCIDENTS

INJURY ACCIDENTS

FATAL ACCIDENTS

Environment

A number of external factors may contribute to the occurrence of motor vehicle accidents. These are referred to as the environment. Road surface, weather, light, road character, traffic control, and road defects all may be factors contributing to the occurrence or severity of an accident. On the following pages environmental statistics are presented.

MOTOR VEHICLE ACCIDENTS - ENVIRONMENT

1987

SURFACE CONDITIONS	ALL ACCIDENTS	%*	FATAL ACCIDENTS	%*
Dry	92879	77.8	801	82.6
Wet	24938	20.9	257	16.2
Icy	1398	1.2	10	1.0
Muddy	87	0.1	1	0.1
Debris	42	0.0	0	0.0
Total	119344	100.0	969	100.0

More than three quarters of all motor vehicle accidents occurred on dry pavement in 1987. An even greater percentage of fatal accidents were on a dry surface. This is to be expected since the vast majority of travel occurs on dry pavement. Given the amount of travel involved, wet and icy surfaces would probably be over represented in these statistics.

WEATHER CONDITIONS	ALL ACCIDENTS	%*	FATAL ACCIDENTS	%*
Fog, Smog	848	0.7	7	0.7
Hail	21	0.0	0	0.0
High Wind	53	0.0	0	0.0
Clear	97209	81.5	832	85.8
Rain	20386	17.1	124	12.8
Snow, Sleet	827	0.7	6	0.6
Total	119344	100.0	969	100.0

More than 80% of all accidents and nearly 86% of fatal accidents occurred in clear weather during 1987. These figures are consistent with the surface condition statistics. Again, a very high percentage of travel takes place in clear weather.

LIGHT CONDITIONS	ALL ACCIDENTS	%*	FATAL ACCIDENTS	%*
Daylight	826487	69.3	437	45.1
Dawn	1395	1.2	17	1.8
Dusk	2947	2.5	20	2.1
Dark (Lighting Unspecified)	27034	22.7	462	47.7
Dark (Street Lamps Lit)	4932	4.1	30	3.1
Not Specified	389	0.3	3	0.3
Total	119344	100.0	969	100.0

Nearly 70% of all accidents occurred in daylight in 1987. This was not the case with fatal accidents; however, more than half of all fatal accidents occurred in the dark.

*Percentage was rounded and may not add up to 100%

MOTOR VEHICLE ACCIDENTS - ENVIRONMENT

1987

TRAFFIC CONTROL	ALL ACCIDENTS	%*	FATAL ACCIDENTS	%*
Stop Sign	19382	16.2	100	10.3
Stop and Go Signal	20076	16.8	47	4.9
Yield Sign	2281	1.9	11	1.1
Officer or Flagman	361	0.3	1	0.1
RR Crossing Gates/Lights	98	0.1	0	0.0
RR Flashing Lights	195	0.2	1	0.1
None	68688	57.6	679	70.0
Other Regulatory Sign	7484	6.3	123	12.7
RR Crossbucks Only	106	0.1	2	0.2
Not Stated	673	0.6	5	0.5
Total	119344	100.0	969	100.0

Over 57% of all motor vehicle accidents occurred where no traffic control device was in place. Seventy (70) percent of all fatal accidents occurred where there was no traffic control device.

ROAD CHARACTER	ALL ACCIDENTS	%*	FATAL ACCIDENTS	%*
Straight - Level	85471	71.6	545	56.2
Straight - On Grade	16556	13.9	129	13.3
Straight - Hillcrest	2467	2.1	20	2.1
Curve - Level	8038	7.6	182	18.8
Curve - On Grade	4964	4.2	84	9.7
Curve - Hillcrest	484	0.4	6	0.6
Not Stated	364	0.3	3	0.3
Total	119344	100.0	969	100.0

More than 70% of all accidents occur on straight and level highways. This percentage declines to about 56% for fatal accidents. More than twice the proportion of fatal accidents compared to accidents in general occur on curves.

ROAD DEFECT	ALL ACCIDENTS	%*	FATAL ACCIDENTS	%*
None	115123	96.5	935	96.5
Low Shoulder	1252	1.0	16	1.7
High Shoulder	380	0.3	0	0.0
Ruts, Holes, Bumps	546	0.5	5	0.5
Road Under Construction/ Maintenance	974	0.8	7	0.7
Other	1069	0.9	6	0.6
Total	119344	100.0	969	100.0

An overrwhelming majority of both all and fatal accidents occurred where there is no road defect. The most frequent defect was the low shoulder which was cited in 1.0% and 1.7% of all and fatal accidents respectively.

*Percentages are rounded and may not add up to 100%

Vehicles

There was a total of 216,998 vehicles involved in motor vehicle accidents in 1987. More than 78% (169,967) were standard passenger automobiles. There were 2,422,359 motor vehicles registered in South Carolina during 1987. This represents an increase of 2.4% over 1986. This is approximately the same percentage increase as that for motor vehicle accidents.

MOTOR VEHICLE REGISTRATIONS BY COUNTY

	1986		1987	
	REGISTRATIONS	PERCENT	REGISTRATIONS	PERCENT
Abbeville	17,575	0.7%	17,925	0.7%
Aiken	88,864	3.8%	91,234	3.8%
Allendale	6,317	0.3%	6,367	0.3%
Anderson	107,685	4.6%	110,859	4.6%
Bamberg	10,177	0.4%	10,074	0.4%
Barnwell	14,196	0.6%	14,339	0.6%
Beaufort	49,436	2.1%	51,880	2.1%
Berkeley	72,661	3.1%	77,453	3.2%
Calhoun	9,772	0.4%	9,802	0.4%
Charleston	181,736	7.7%	184,789	7.6%
Cherokee	32,321	1.4%	32,758	1.4%
Chester	22,847	1.0%	23,249	1.0%
Chesterfield	26,167	1.1%	26,310	1.1%
Clarendon	16,985	0.7%	17,260	0.7%
Colleton	22,734	1.0%	22,726	0.9%
Darlington	40,992	1.7%	41,560	1.7%
Dillon	18,178	0.8%	18,715	0.8%
Dorchester	49,462	2.1%	51,224	2.1%
Edgefield	13,278	0.6%	13,833	0.6%
Fairfield	14,613	0.6%	15,124	0.6%
Florence	76,051	3.2%	76,668	3.2%
Georgetown	28,540	1.2%	29,739	1.2%
Greenville	236,837	10.0%	240,928	9.9%
Greenwood	45,645	1.9%	45,739	1.9%
Hampton	12,301	0.5%	12,525	0.5%
Horry	93,898	4.0%	97,371	4.0%
Jasper	9,202	0.4%	9,448	0.4%
Kershaw	34,301	1.4%	35,211	1.5%
Lancaster	39,947	1.7%	40,836	1.7%
Laurens	41,814	1.8%	42,386	1.7%
Lee	10,758	0.5%	11,085	0.5%
Lexington	128,625	5.4%	132,562	5.5%
McCormick	5,578	0.2%	5,716	0.2%
Marion	19,868	0.8%	20,263	0.8%
Marlboro	16,384	0.7%	17,017	0.7%
Newberry	25,822	1.1%	26,479	1.1%
Oconee	43,779	1.8%	45,445	1.9%
Orangeburg	57,206	2.4%	58,318	2.4%
Pickens	63,280	2.7%	65,015	2.7%
Richland	183,016	7.7%	185,265	7.6%
Saluda	13,243	0.6%	13,651	0.6%
Spartanburg	166,579	7.0%	170,266	7.0%
Sumter	61,572	2.6%	62,807	2.6%
Union	21,123	0.9%	21,430	0.9%
Williamsburg	22,526	0.9%	22,820	0.9%
York	92,521	3.9%	95,888	4.0%
TOTAL	2,366,425	100.0%	2,422,359	100.0%

FREQUENCY OF VEHICLE TYPES INVOLVED IN MOTOR VEHICLE ACCIDENTS

1987

	VEHICLES	PERCENT
Automobile	169,967	78.33
Pickup Truck	29,973	13.81
Truck Tractor	4,746	2.19
Other Truck	6,996	3.22
Motorcycle	1,944	0.90
Moped	144	0.07
Pedalcycle	965	0.44
Minibike	11	0.01
Animal With Rider	5	0.00
School Bus	930	0.43
Passenger Bus	527	0.24
Other*	790	0.36
TOTAL	216,998	100.00

There was a total of 216,998 vehicles involved in motor vehicle accidents in 1987. More than 78% (169,967) were standard passenger automobiles. The second largest percentage involved pickup trucks (13.8%). The remaining vehicle categories combined accounted for less than 10% of the vehicles involved in motor vehicle accidents.

*Includes horsedrawn vehicles, go-carts, farm machinery, and various recreational vehicles.

1987
ACCIDENT TYPES

FIRST HARMFUL EVENT	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
NON-COLLISIONS				
Overturning	2414	1127	99	3640
Other Non-Collision	2215	503	26	2744
PEDESTRIAN	178	1027	114	1319
COLLISION				
Head On	2922	1251	119	4292
Rear End	24796	5256	36	30088
Angle	38300	8780	218	47298
Sideswipe	2017	350	11	2378
Parked Vehicle	3777	328	6	4111
Railway Train	88	30	6	124
Pedalcyclist	333	743	29	1105
ANIMAL				
With Rider	1	2	0	3
Domesticated Animal	533	42	0	575
Wild Other Than Deer	4	0	0	4
Deer	2358	47	1	2406
Other Animal	10	3	0	13
OBJECTS				
Guardrail	542	132	11	685
Utility Pole	1497	727	35	2259
Light Standard	9	2	0	11
Tree	2439	1268	130	3837
Fire Hydrant	102	16	0	118
Pier or Column	98	34	2	134
Highway Sign	872	157	3	1032
Barricade	25	5	0	30
Highway Structure	180	51	6	237
Culvert Headwall	170	97	10	277
Curbing	296	53	2	351
Retaining Wall	146	51	0	197
Divider Fin.	252	64	5	321
Building	290	73	5	368
Fence	980	149	8	1137
Ditch	4719	1469	72	6260
Other Fixed Object	1141	245	14	1400
Trash Dumpster	5	1	0	6
Other Object	47	2	0	49
ALL OTHERS	495	39	1	535
TOTALS	94251	24124	969	119344

The most common type of traffic accident is an angle collision occurring between two or more motor vehicles. Nearly 40% of all accidents in 1987 were this type. Rear end collisions were second with about 25% of the total.

Head-on and tree collisions accounted for 3.6% and 3.2% of all accidents respectively. However, 12.2% of the fatal accidents were head-ons and 13.4% of the fatals were collisions with a tree. Approximately 0.8% of traffic accidents in general are fatal compared to 2.8% of head-on collisions and 3.4% of the tree collisions.

MOTORCYCLE STATISTICS IN SOUTH CAROLINA

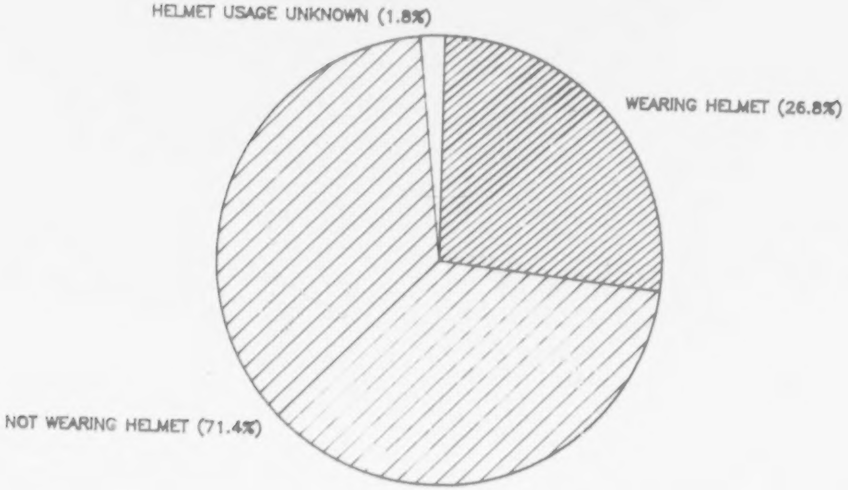
	TOTAL ACCIDENTS	FATAL ACCIDENTS	PERSONS KILLED	PERSONAL INJURY ACCIDENTS	PERSONS INJURED	PROPERTY DAMAGE ACCIDENTS	MOTORCYCLE REGISTRATIONS	REGISTRATION DEATH RATE*	REGISTRATION ACCIDENT RATE**
1965	502	13	13	297	-	192	7609	17.1	6.6
1966	591	23	23	452	-	116	11248	20.4	5.3
1967 @	368	9	10	238	304	121	11945	8.4	3.1
1968 @@	280	9	9	194	230	77	12143	7.4	2.3
1969	272	8	9	191	231	73	12924	7.0	2.1
1970	607	15	15	348	433	244	15633	9.6	3.9
1971	907	22	23	506	599	379	17870	12.9	5.1
1972	1223	37	39	684	814	501	22515	17.3	5.4
1973 #	1958	49	50	1046	1232	863	33268	15.0	5.9
1974	2319	59	60	1225	1468	1035	47328	12.7	4.9
1975 ##	1913	51	54	1001	1186	861	48040	11.2	4.0
1976	1835	47	47	974	1171	814	45686	10.3	4.0
1977	1765	51	53	903	1067	809	41161	12.9	4.3
1978	1561	38	38	849	1011	673	35280	10.8	4.4
1979	1543	40	42	890	1063	611	37466	11.2	4.1
1980 %	1764	54	55	986	1165	723	38875	14.1	4.5
1981	1934	45	46	1107	1315	781	42257	10.8	4.6
1982	2019	58	61	1135	1382	823	35028	17.4	5.8
1983	2091	74	81	1110	1368	905	36130	22.0	5.8
1984	2593	89	92	1376	1648	1122	37119	24.8	7.0
1985	2432	83	87	1361	1636	988	37366	23.3	6.5
1986	2284	73	75	1281	1535	929	36074	20.8	6.3
1987	1908	54	56	1081	1282	771	32710	17.1	5.8

@ Safety Equipment Law enacted but not enforced.
@@ Enforcement of Safety Equipment Law initiated.
# "Lights On" Law effective July 1.

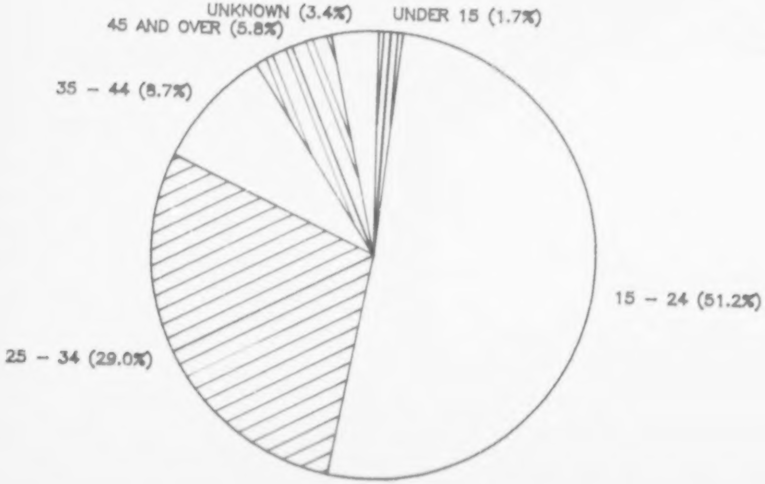
Implemented Classified License Law for motorcycles.
* Based on 10,000 cycle registrations.
** Based on 100 cycle registrations.
% Repeal of Helmet and Goggles Law for age 21 and older effective June 17.

MOTORCYCLE ACCIDENTS

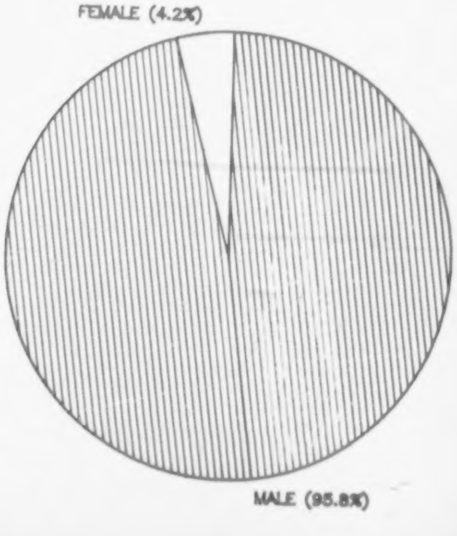
HELMET USAGE IN FATAL ACCIDENTS – 1987



AGE OF DRIVER IN ALL ACCIDENTS



SEX OF DRIVER IN ALL ACCIDENTS



1987

MOPEDS INVOLVED IN TRAFFIC ACCIDENTS

CASUALTIES	MOPEDS	PERCENTAGE
Killed	5	4.6
Injured	104	95.4
TOTAL	109	100.0

AGE	MOPEDS	PERCENTAGE
Under 10 Years Old	1	0.7
10 - 11 Years Old	4	2.8
12 - 15 Years Old	21	14.6
16 - 21 Years Old	31	21.5
22 Years Old and Older	75	52.1
Unknown	12	8.3
TOTAL	144	100.0

SEX	MOPEDS	PERCENTAGE
Male	133	92.4
Female	11	7.6
TOTAL	144	100.0

SPEED	MOPEDS	PERCENTAGE
20 MPH or Less	114	79.1
21 - 25 MPH	18	12.5
26 - 30 MPH	6	4.2
Unknown	6	4.2
TOTAL	144	100.0

LIGHT AND WEATHER	MOPEDS	PERCENTAGE
Day and Clear	106	73.6
Dark and Clear	27	18.7
Day and Raining	7	4.9
Dark and Raining	4	2.8
TOTAL	144	100.0

MONTH	MOPEDS	PERCENTAGE
January	14	9.7
February	6	4.2
March	9	6.3
April	11	7.6
May	21	14.6
June	17	11.8
July	14	9.7
August	19	13.2
September	8	5.5
October	6	4.2
November	9	6.3
December	10	6.9
TOTAL	144	100.0

1987

BICYCLES INVOLVED IN TRAFFIC ACCIDENTS

TYPE ACCIDENT	ACCIDENTS	PERCENTAGE
Fatal	29	3.0
Injury	626	65.0
Property Damage Only	308	32.0
TOTAL	963	100.0

AGE OF DRIVER	BICYCLES	PERCENTAGE
Under 10 Years Old	157	16.3
10 - 11 Years Old	81	8.4
12 - 15 Years Old	159	16.4
16 - 20 Years Old	108	11.2
21 Years Old and Older	270	28.0
Unknown	190	19.7
TOTAL	965	100.0

SEX	BICYCLES	PERCENTAGE
Male	850	88.1
Female	115	11.9
TOTAL	965	100.0

LIGHT AND WEATHER	ACCIDENTS	PERCENTAGE
Day and Clear	693	72.0
Dark and Clear	196	20.4
Day and Raining	28	2.9
Dark and Raining	25	2.6
Day and Snow, Hail or Fog	4	0.4
Dark and Snow, Hail or Fog	6	0.6
Unknown	11	1.1
TOTAL	963	100.0

MONTH	BICYCLES	ACCIDENTS
January	46	4.8
February	46	4.8
March	71	7.4
April	88	9.1
May	115	11.9
June	107	11.1
July	119	12.4
August	131	13.6
September	77	8.0
October	69	7.2
November	47	4.8
December	47	4.8
TOTAL	963	100.0

The number of bicycle fatalities increased to 29 in 1987. This represented a 38.15% increase over 1986. In 1987, most bicycle accidents, excluding those of unknown age, involved riders less than 16 years of age. Nearly 90% involved male riders. Bicycle accidents generally occur in good weather, especially during the warm summer months.

PEDESTRIAN ACCIDENTS BY MONTH

1987

MONTH	ALL ACCIDENTS	FATAL ACCIDENTS
January	119	11
February	106	4
March	102	13
April	103	8
May	130	7
June	115	12
July	134	14
August	101	8
September	112	8
October	130	13
November	107	11
December	111	11
TOTAL	1370	120

PEDESTRIAN ACCIDENTS BY LIGHT AND WEATHER CONDITIONS

1987

LIGHT AND WEATHER	ALL ACCIDENTS	PERCENTAGES
Daylight and Clear	658	48.0
Daylight and Raining	556	40.6
Night and Clear	38	2.8
Night and Raining	91	6.6
Other Weather (Wind, Snow, Hail, Etc.)	9	0.7
Unspecified	18	1.3
TOTAL	1370	100.0%

The number of pedestrian accidents declined slightly to 1,370 in 1987. Of these, 120 involved one or more fatalities. Pedestrian accidents accounted for only 1.2% of all traffic accidents in 1987, but, 12.4% of the fatal accidents.

A total of 122 pedestrians were killed in the fatal accidents. This represented a decrease of 24 from the previous year. These 122 fatalities represented 11.2% of all traffic fatalities for the year. In 1986, pedestrians accounted for 13.8% of the fatalities. The number of pedestrian injuries increased slightly to 1,183 in 1987, from 1,117 the previous year, an increase of 5.9%.

PEDESTRIANS INVOLVED IN TRAFFIC ACCIDENTS
1987

CLOTHING WORN BY PEDESTRIANS

CLOTHING		PEDESTRIANS	PERCENTAGES
Light		475	33.6
Dark		655	46.4
Unspecified		282	20.0
	TOTAL	1412	100.0%

ACTION TAKEN BY PEDESTRIANS

PEDESTRIAN ACTIONS		PEDESTRIANS	PERCENTAGES
Entering Or Crossing Specified Location		498	35.2
Entering Or Crossing Roadway		399	28.3
Walking Or Riding With Traffic		94	6.7
Walking Or Riding Against Traffic		54	3.8
Approaching Or Leaving Vehicle		15	1.1
Pushing Or Working On Vehicle		10	0.7
Working In Roadway		6	0.4
Standing		55	3.9
Playing In Roadway		34	2.4
Lying At Or In Location Specified		15	1.1
Sitting At Or In Location Specified		6	0.4
Other		226	16.0
	TOTAL	1412	100.0%

AGE AND SEX OF PEDESTRIANS

	IN ALL ACCIDENTS			IN FATAL ACCIDENTS		
AGE	MALES	FEMALES	TOTALS	MALES	FEMALES	TOTALS
0-4	43	26	69	6	1	7
5-9	96	54	150	3	3	6
10-14	57	40	97	1	2	3
15-24	123	75	198	11	6	17
25-34	174	61	235	18	4	22
35-44	90	34	124	14	2	16
45-54	62	22	84	14	2	16
55-64	42	18	60	8	2	10
65-74	30	23	53	7	4	11
75+	17	14	31	8	5	13
Not Stated	289	22	311	1	0	1
TOTALS	1023	389	1412	91	31	122

TOTAL PEDESTRIAN FATALITIES - 122
TOTAL PEDESTRIAN INJURIES - 1183

SCHOOL BUS ACCIDENTS

YEAR	PROPERTY DAMAGE	%	INJURY	%	FATAL	%	TOTAL
1985	733	85.83	111	13.00	10	1.17	854
1986	742	84.61	133	15.17	2	0.23	877
1987	769	85.44	130	14.44	1	0.11	900

Between 1985 and 1987 the number of school bus accidents climbed from 733 to 769, an increase of 4.9%. The number of fatal accidents declined from 10 to 1 during this same period. Both of the school bus fatalities in 1986 and the one in 1987 were pedestrians. All 13 fatalities during these three years have been either pedestrians or occupants of vehicles other than the school bus itself. Only four school bus occupants have died in a traffic accident since 1951. None of these has been during the five year period, 1983 through 1987.

The proportion of school bus accidents involving one or more fatalities was 0.11% in 1987. This was less than one-seventh the percentage of accidents involving fatalities for all motor vehicle accidents. More than 85% of school bus accidents involved property damage only. This is a slightly greater percentage than the 79% for all accidents.

MOTOR VEHICLE ACCIDENTS
INVOLVING RAILWAY TRAINS

CROSS BUCKS ONLY

YEAR	FATAL	INJURY	PROPERTY DAMAGE ONLY	TOTAL
1985	6	20	53	79
1986	4	26	44	74
1987	5	18	58	81

FLASHING LIGHTS

YEAR	FATAL	INJURY	PROPERTY DAMAGE ONLY	TOTAL
1985	4	17	28	49
1986	1	9	17	27
1987	1	9	20	30

FLASHING LIGHTS AND GATES

YEAR	FATAL	INJURY	PROPERTY DAMAGE ONLY	TOTAL
1985	2	3	8	13
1986	1	4	5	10
1987	0	3	10	13

TOTAL MOTOR VEHICLE ACCIDENTS INVOLVING TRAINS

YEAR	FATAL	INJURY	PROPERTY DAMAGE ONLY	TOTAL
1985	12	40	89	141
1986	6	39	66	111
1987	6	30	88	124

The number of motor vehicle accidents at railway crossings declined from 141 in 1985 to 124 in 1987. Most of this reduction has occurred at intersections involving flashing light signals. In 1987 there were 30 accidents at intersections with light signals but no gates. This was down from 49 in 1985, a reduction of nearly 39%. Much of this decline may be attributable to a greater awareness by the public of the dangers involved at railway crossings.

The number of fatal accidents at all railroad crossings has declined from 12 to 6 since 1985. During this three year period, 15 of the 24 fatal accidents (63%) occurred at crossings marked only by crossbucks. In 1987 only one fatal accident occurred at a crossing with flashing light signals.

TRUCKS *

FIRST HARMFUL EVENT

	ACCIDENTS				PERSONS	
FIRST HARMFUL EVENT	PROP. DAMAGE ONLY	INJURY	FATAL	TOTAL	KILLED	INJURED
Overturn	66	29	4	99	4	30
Other Non-Collision	188	21	2	211	2	26
Pedestrian	3	4	6	13	6	4
Head On	101	19	16	136	22	41
Rear End	541	127	8	676	11	239
Angle	1238	256	32	1526	41	438
Sideswipe	102	19	1	122	1	26
Parked Vehicle	146	10	1	157	4	15
Railway Train	7	4	0	11	0	6
Pedalcyclist	3	2	2	7	2	2
Domesticated Animal	15	0	0	15	0	0
Deer	22	0	0	22	0	0
Guardrail	16	7	1	24	1	7
Utility Pole	46	3	0	49	0	4
Tree	13	8	3	24	4	10
Fire Hydrant	5	0	0	5	0	0
Pier Column	3	0	0	3	0	0
Highway Sign	16	3	0	19	0	3
Barricade	3	0	0	3	0	0
Highway Structure, Bridge, Overpass	9	2	0	11	0	2
Culvert Headwall	4	0	0	4	0	0
Curbing	1	1	0	2	0	1
Retaining Wall	1	0	0	1	0	0
Divider Fin. Concrete or Steel	12	3	0	15	0	4
Building	6	1	0	7	0	2
Fence, Other Than Median	12	3	0	15	0	3
Ditch	54	17	0	71	0	18
Other Fixed Object	24	0	0	24	0	0
Other Object (IE: Foreign Material)	8	1	0	9	0	2
Other	36	1	0	37	0	1
Total	2701	541	76	3318	98	884

Tractor trailer trucks were involved in 3,318 traffic accidents in 1987. This accounted for 2.8% of all motor vehicle accidents during the year. The total number of fatalities in accidents involving these heavy trucks increased to 98. This represents approximately 9% of all traffic fatalities for the year. The 76 fatal accidents involving tractor trailer trucks amounted to 2.3% of the 3,318 truck accidents.

*Includes Truck-Tractor type vehicles with attachments of semi-trailer, petroleum tanker, lowboy trailer, auto carrier trailer, other tanker, flatbed, and twin trailers that were involved in traffic accidents.

III. Accident Consequences

The cost of motor vehicle accidents includes both the tragic loss of human life and the economic losses associated with damaged and destroyed property, hospital costs, lost productivity in the workplace, etc. On the following pages, statistics concerning the consequences of motor vehicle accidents are presented.

SOUTH CAROLINA
MOTOR VEHICLE TRAFFIC ACCIDENTS
ESTIMATED ECONOMIC LOSS*

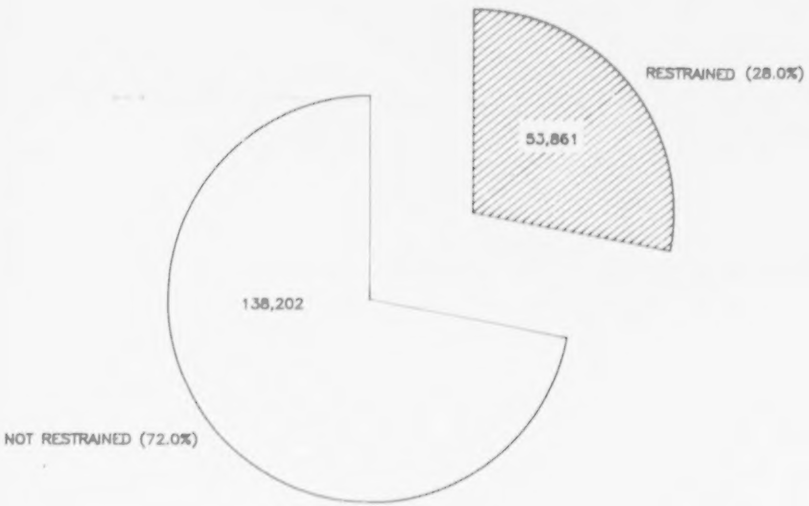
YEARS 1985 - 1986 - 1987

COUNTY	ESTIMATED ECONOMIC LOSS		
	1985	1986	1987
Abbeville	$ 3,500,000	$ 2,700,000	$ 4,300,000
Aiken	18,800,000	22,300,000	25,500,000
Allendale	1,600,000	1,700,000	1,200,000
Anderson	25,600,000	28,700,000	34,500,000
Bamberg	2,600,000	2,100,000	3,000,000
Barnwell	3,000,000	3,200,000	2,800,000
Beaufort	12,100,000	13,200,000	14,200,000
Berkeley	19,900,000	20,400,000	20,400,000
Calhoun	2,800,000	2,700,000	3,600,000
Charleston	68,300,000	82,400,000	82,800,000
Cherokee	9,400,000	9,200,000	12,100,000
Chester	5,900,000	7,900,000	8,300,000
Chesterfield	4,400,000	9,500,000	10,200,000
Clarendon	4,600,000	9,300,000	6,300,000
Colleton	7,100,000	9,000,000	11,000,000
Darlington	11,400,000	18,300,000	17,600,000
Dillon	6,400,000	12,200,000	11,100,000
Dorchester	13,500,000	14,100,000	13,400,000
Edgefield	2,100,000	4,600,000	3,700,000
Fairfield	7,000,000	7,100,000	7,800,000
Florence	27,000,000	30,000,000	32,300,000
Georgetown	8,400,000	12,400,000	13,900,000
Greenville	47,500,000	60,700,000	67,300,000
Greenwood	8,600,000	12,800,000	14,000,000
Hampton	3,300,000	3,600,000	3,300,000
Horry	44,500,000	48,500,000	49,400,000
Jasper	6,200,000	6,000,000	6,300,000
Kershaw	5,800,000	10,300,000	9,100,000
Lancaster	11,200,000	13,400,000	15,400,000
Laurens	11,300,000	10,700,000	10,700,000
Lee	2,600,000	4,100,000	3,100,000
Lexington	26,400,000	34,400,000	33,700,000
McCormick	2,000,000	2,500,000	1,900,000
Marion	7,900,000	9,000,000	10,900,000
Marlboro	4,800,000	5,800,000	7,300,000
Newberry	6,000,000	7,000,000	6,700,000
Oconee	7,100,000	9,900,000	12,500,000
Orangeburg	16,100,000	22,100,000	20,000,000
Pickens	11,600,000	15,500,000	14,300,000
Richland	57,100,000	70,400,000	74,600,000
Saluda	3,600,000	3,600,000	3,800,000
Spartanburg	35,200,000	42,600,000	43,900,000
Sumter	12,300,000	18,300,000	17,500,000
Union	5,200,000	6,300,000	6,900,000
Williamsburg	6,900,000	7,500,000	11,800,000
York	24,400,000	29,000,000	30,600,000
TOTAL	$632,000,000	$777,000,000	$815,000,000

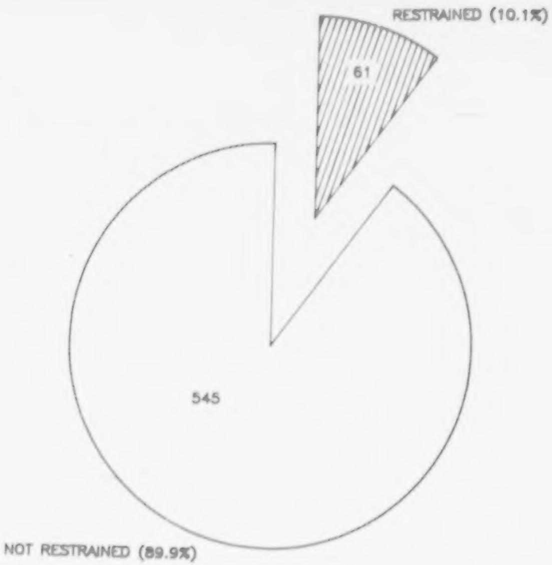
*Figures based on National Safety Council Formula.

BELT USAGE

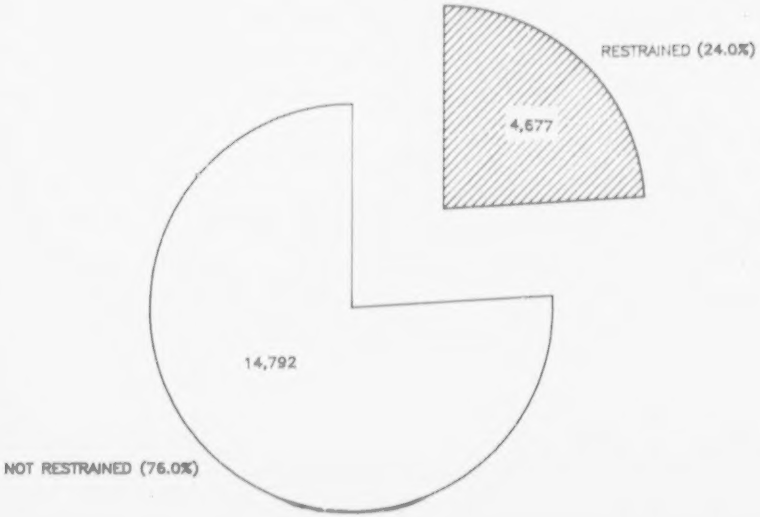
BELT USAGE
UNINJURED DRIVERS - 1987



BELT USAGE
FATALLY INJURED DRIVERS - 1987



BELT USAGE
NON-FATALLY INJURED DRIVERS - 1987



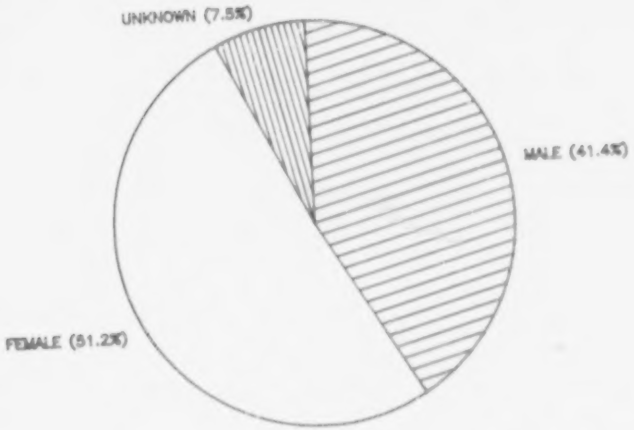
In 1987, there were 212,138 drivers involved in motor vehicle accidents in South Carolina. This does not include drivers of a motorcycle, moped, bus, bicycle, farm machinery, train, mini-bike, or go-cart, nor does it include any accidents on private property. Of these drivers, 58,599 (27.6%) were wearing a seat belt and 153,539 (72.4%) were not. This is comparable to recent studies indicating a slightly better than 20% belt utilization rate for all motor vehicle occupants.

A total of 606 drivers were killed in 1987. Of these, 61 were belted and 545 were unbelted. Belted drivers accounted for slightly more than 10% of all drivers who were killed; unbelted drivers, for slightly less than 90%. The 61 belted driver fatalities accounted for 0.104% of all belted drivers involved in motor vehicle accidents during the year. By comparison, the 545 unbelted driver fatalities accounted for 0.354% of the unbelted drivers involved in accidents. If all drivers had been belted and the same 0.104% fatality rate achieved, only 221 would have died, compared to the 606 who actually did.

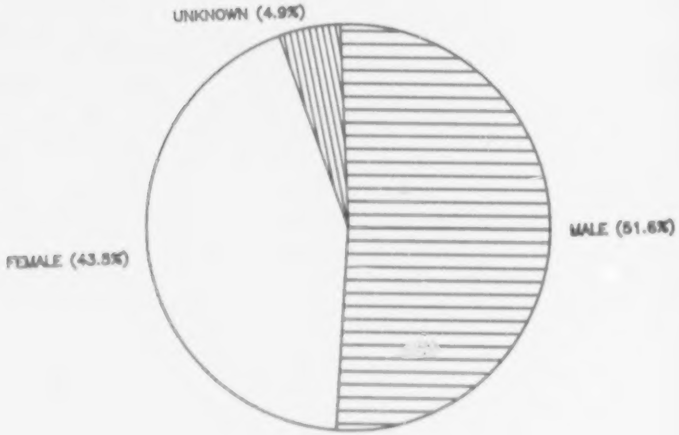
INJURIES BY SEVERITY

1987

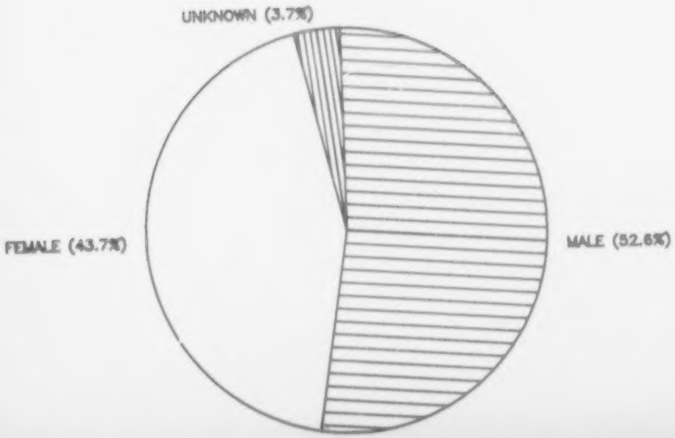
POSSIBLE INJURIES BY SEX



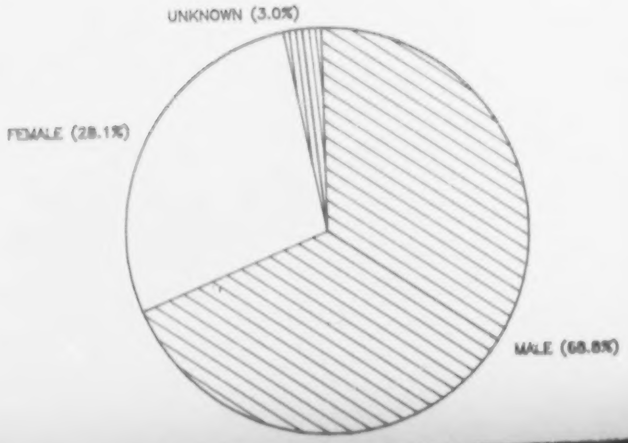
NON-INCAPACITATING INJURIES BY SEX



INCAPACITATING INJURIES BY SEX



FATAL INJURIES BY SEX



INJURIES BY SEVERITY
1987

	MALE					FEMALE					UNKNOWN				
AGE	F	I	N	P	TOTAL	F	I	N	P	TOTAL	F	I	N	P	TOTAL
0-4	17	146	149	333	645	4	118	133	304	559	0	63	14	11	88
5-9	12	213	166	302	693	8	139	144	294	585	0	42	18	12	72
10-14	13	242	176	334	765	7	170	169	365	711	1	83	18	24	126
15-24	238	2520	1555	2368	6681	96	1875	1215	2651	5837	13	424	132	156	725
25-34	176	1667	1010	1584	4437	57	1272	751	1855	3935	4	259	79	109	451
35-44	115	880	504	859	2358	35	799	435	1177	2446	2	149	58	71	280
45-44	67	450	219	432	1168	20	474	244	713	1451	2	72	28	36	138
55-64	50	299	182	281	812	31	345	201	522	1099	5	66	27	27	125
65-74	38	208	140	214	600	23	254	144	349	770	4	46	17	15	82
75+	24	97	69	91	281	24	139	76	173	412	1	21	8	12	42
TOTAL	750	6722	4170	6798	18440	305	5585	3512	8403	17805	32	1225	399	473	2129

F - Fatal Injury
I - Incapacitating Injury
N - Non-incapacitating Injury
P - Possible Injury

Total Fatal Injuries	1,087
Total Incapacitating Injuries	13,532
Total Non-incapacitating Injuries	8,081
Total Possible Injuries	15,674

The total number of injuries for males was only slightly higher than for females during 1987. However, the severity of injuries was substantially different between the two. Males tended to have more fatal and incapacitating injuries than their female counterparts. Conversely, 1600 more of the less severe "possible" injuries occurred among females than males. Injuries of all types tended to be more heavily concentrated in the age groups 15 to 34. This was true for both sexes.

IV. Alcohol

In South Carolina you are presumed to be under the influence when your B.A.C. is at a level of .10 percent. At this level you are seven times more likely to have an automobile accident than if your B.A.C. were zero (.00). If your B.A.C. reaches .15 percent, your chances of having an accident are 25 times greater.

B.A.C. LEVELS	COMMON EFFECTS
.03	Mild alteration of feelings. Level of impairment is not generally too serious.
.05	Feelings of relaxation, sedation and/or euphoria. Increase in reaction time. Increased difficulty in performing motor skills. Driving ability and judgment impaired.
.10	Physical and mental impairment affecting perception and performance. Deterioration in motor coordination. Hearing and speech impaired. Uncoordinated behavior. Legally presumed to be under the influence in South Carolina.
.15	Serious impairment of physical and mental functioning. Irresponsible behavior. Distorted perception and judgment. Difficulty in standing, walking, and talking.
.40	Coma results. The person cannot be awakened.
.60	Death can result from alcohol overdose or accidental choking. At high B.A.C. levels, absorption of alchol continues at a constant rate while oxidation slows because the high B.A.C. causes anesthetization of the heart and lungs. Death occurs when the respiratory and circulatory systems cease to function.

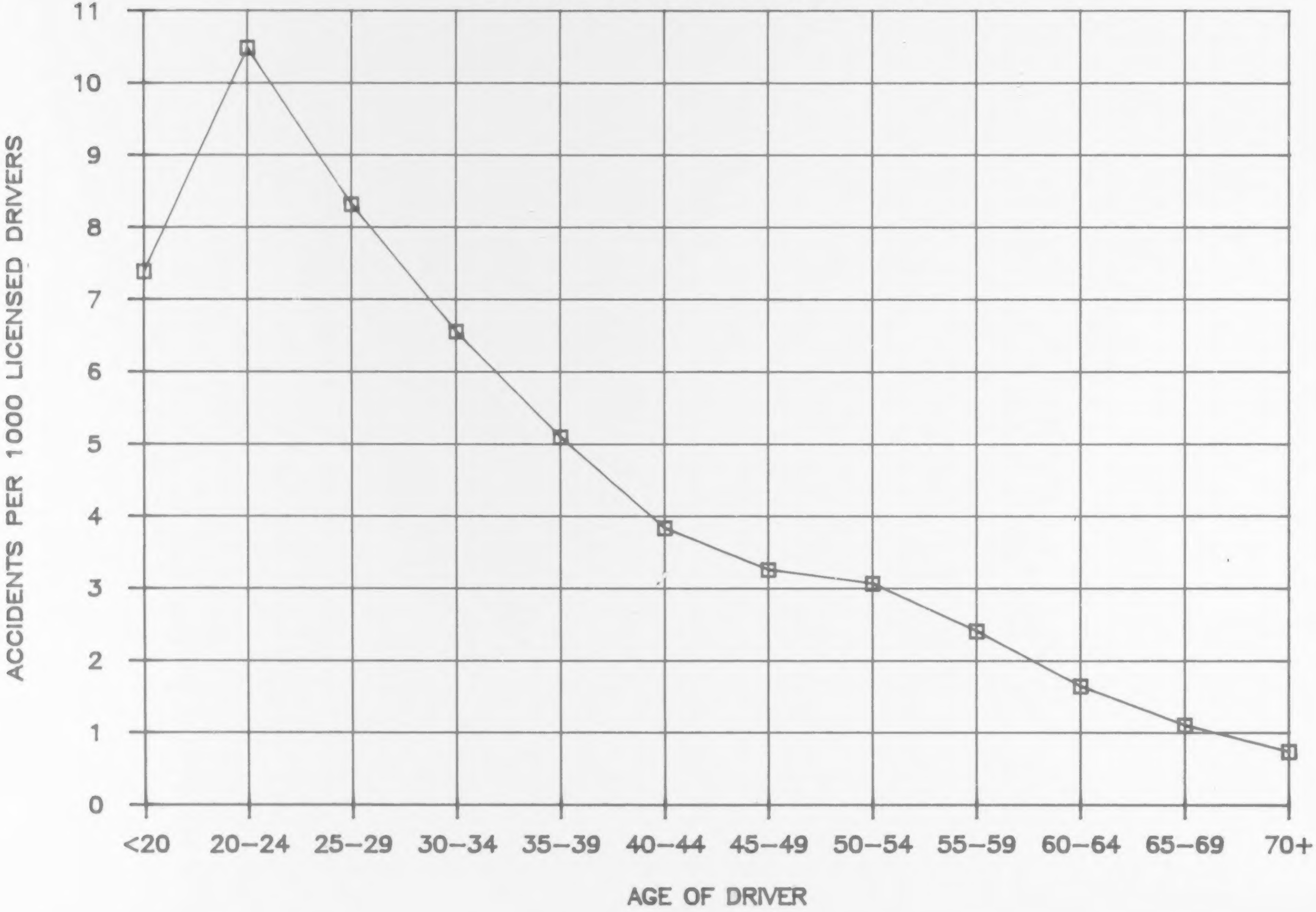
DRIVERS INVOLVED IN TRAFFIC ACCIDENTS WHO WERE REPORTED DRINKING ALCOHOL OR USING DRUGS

	1985			1986			1987		
AGE	NUMBER OF DRIVERS	MALE	FEMALE	NUMBER OF DRIVERS	MALE	FEMALE	NUMBER OF DRIVERS	MALE	FEMALE
14 and Younger	6	5	1	12	10	2	14	11	3
15	33	29	4	39	30	9	36	23	13
16	138	116	22	151	124	27	124	93	31
17	246	204	42	297	258	39	246	214	32
18	358	311	47	412	354	58	373	306	67
19	467	389	78	470	392	78	389	332	57
20	576	483	93	542	451	91	478	421	57
21	612	525	87	608	512	96	570	472	98
22	626	541	85	641	559	82	516	432	84
23	605	520	85	645	551	94	542	469	73
24	597	487	110	557	477	80	483	416	67
25 - 29	2366	2035	331	2517	2106	411	2334	1965	369
30 - 34	1718	1478	240	1822	1556	266	1781	1498	283
35 - 39	1123	945	178	1273	1106	167	1250	1084	166
40 - 44	735	623	112	804	693	111	794	686	108
45 - 49	548	474	74	505	420	85	519	441	78
50 - 54	358	304	54	362	317	45	412	348	64
55 - 59	297	262	35	312	270	42	298	259	39
60 - 64	221	197	24	204	182	22	196	170	26
65 - 69	125	111	14	121	100	21	114	100	14
70+	95	83	12	86	71	15	107	92	15
Unknown	184	182	2	197	195	2	222	220	2
TOTAL	12034	10304	1730	12577	10734	1843	11798	10052	1746

From 1986 to 1987, there were 779 fewer drivers reported drinking or using drugs. More than one-third of this reduction occurred in drivers under 21 years of age. Compared to 1985, there were 236 fewer of these drivers, despite an increase of 8,267 traffic accidents. In 1985, 14.4% of drivers involved in accidents who were reported drinking or using drugs were female. This increased slightly to 14.7% in 1986 and to 14.8% in 1987.

DRIVERS INVOLVED IN TRAFFIC ACCIDENTS

REPORTED DRINKING ALCOHOL – 1987



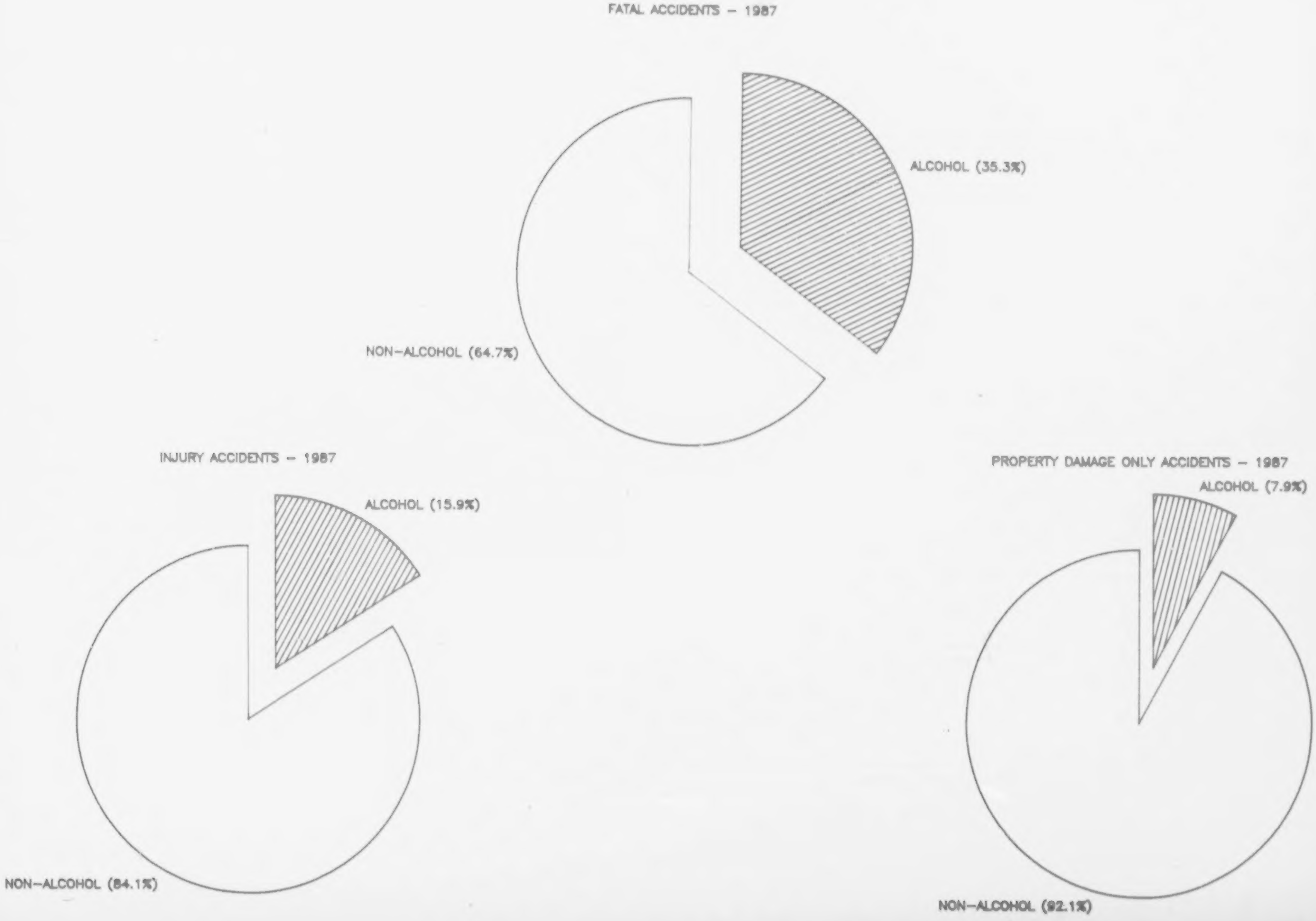
ALCOHOL INVOLVEMENT BY COUNTY*

1987

COUNTY	TOTAL ACCIDENTS	FATAL ACCIDENTS	PERSONS KILLED	INJURY ACCIDENTS	PERSONS INJURED	PROPERTY DAMAGE ACCIDENTS
Abbeville	50	1	1	17	23	32
Aiken	375	13	15	114	174	248
Allendale	31	0	0	8	12	23
Anderson	439	20	22	109	190	310
Bamberg	37	2	3	8	9	27
Barnwell	57	1	1	14	22	42
Beaufort	309	7	8	82	135	220
Berkeley	327	10	11	106	158	211
Calhoun	37	2	2	9	15	26
Charleston	1153	25	26	473	731	655
Cherokee	154	1	1	48	77	105
Chester	95	6	8	41	73	48
Chesterfield	106	8	9	46	86	52
Clarendon	77	3	4	16	23	58
Colleton	117	7	8	24	53	86
Darlington	252	8	8	118	197	126
Dillon	130	5	5	59	94	66
Dorchester	221	3	3	78	117	140
Edgefield	56	4	4	16	23	36
Fairfield	72	1	1	40	62	31
Florence	400	8	8	180	284	212
Georgetown	172	8	11	60	132	104
Greenville	1024	32	35	252	389	740
Greenwood	195	4	4	77	137	114
Hampton	49	3	3	11	19	35
Horry	798	19	19	282	440	497
Jasper	56	4	6	13	19	39
Kershaw	145	8	8	42	76	95
Lancaster	168	4	5	74	128	90
Laurens	171	7	7	60	84	104
Lee	46	2	2	16	29	28
Lexington	558	13	16	177	278	368
McCormick	39	1	3	18	36	20
Marion	121	5	5	44	77	72
Marlboro	106	3	3	43	83	60
Newberry	108	3	3	41	64	64
Oconee	153	7	11	47	75	99
Orangeburg	282	11	12	91	145	180
Pickens	232	6	8	56	92	170
Richland	1107	28	30	363	574	716
Saluda	39	1	3	10	14	28
Spartanburg	709	18	19	180	282	511
Sumter	276	7	9	65	101	204
Union	77	3	3	32	50	42
Williamsburg	77	7	7	27	56	43
York	449	8	8	160	264	281
TOTAL	11652	347	388	3847	6202	7458

*This report contains data where alcohol or drug involvement is indicated by an officer on the uniform traffic collision report. Charleston County had the most accidents involving alcohol in 1987, followed closely by Richland and Greenville Counties. These three counties combined accounted for approximately 28% of all reported alcohol accidents during the year.

ALCOHOL INVOLVEMENT



Definitions

Alcohol Related Motor Vehicle Accident - Any accident in which either a driver or a non-occupant (such as a pedestrian) had a measurable or estimated blood alcohol concentration (BAC) of .01 percent or above.

Driver - An occupant who is in actual physical control of a transport vehicle, or for an out-of-control vehicle, an occupant who was in control until control was lost.

Fatal Injury - Any injury that results in death.

First Harmful Event - The first event in a traffic accident to result in injury or property damage.

Harmful Event - An occurrence of injury or damage.

Incapacitating Injury - Any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities he was capable of performing before the injury occurred.

Injury - Bodily harm to a person.

Motor Vehicle - Any motorized (mechanically or electrically powered) road vehicle not operated on rails.

Motor Vehicle Acccident - A transport accident that (1) involves a motor vehicle in transport, (2) is not an aircraft accident or watercraft accident, and (3) does not include any harmful event involving a railway train in transport prior to involvement of a motor vehicle in transport.

Non-Incapacitating Evident Injury - Any injury, other than a fatal injury or incapacitating injury, which is evident to observers at the scene of the accident in which the injury occurred.

Occupant - Any person who is part of a transport vehicle.

Pedalcyclist - Any occupant of a pedalcycle in transport.

Pedestrian - Any person who is not an occupant.

Possible Injury - Any injury which is reported or claimed which is not a fatal injury, incapacitating injury or non-incapacitating injury.

Rural Area - Any area that is not within urban boundary.

Traffic Accident - A road vehicle accident in which (1) the unstabilized situation originates on a trafficway, or (2) a harmful event occurs on a trafficway.

Urban Area - An area whose boundaries shall be fixed by responsible state and local officials in cooperation with each other and approved by the Federal Highway Administration. Such boundaries are established in accordance with the provisions of Title 23 of the United States Code.

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1987 South Carolina Quick Accident Facts

During 1987 South Carolina had a total of 119,344 traffic accidents, 969 fatal, 24,124 injury and 94,251 property damage only.

***

A traffic accident was reported every 4 minutes and 15 seconds.

***

One person was killed every 8 hours and 4 minutes.

***

One person was injured every 14 minutes and 6 seconds.

***

Children under the age of 15 accounted for 24.9% of pedestrian victims and 50.1% of bicycle victims (victims killed and injured).

***

For each person killed there were 34 persons injured.

***

In the last five years, 160,655 persons have been killed or injured in South Carolina traffic accidents. This is an average of 32,131 per year. During the previous five-year period, 119,133 persons were killed or injured for an average of 23,827 per year.

***

Of the licensed Drivers in South Carolina, 17.3% were under 25 years of age; however, the comprise 31.7 of all drivers in fatal and injury accidents.

***

One out of every 3,079 persons living in South Carolina was killed in a traffic accident; one out of every 90 persons was injured; and one out of every 87 licensed drivers was involved in a fatal or injury traffic accident.

***

As a result of the 969 fatal accidents, 1,087 persons were killed for an average of 1.1 deaths per per fatal accident.

***

There were 3.6 persons killed and 123.4 persons injured for every 100 million vehicle miles of travel. (These are more commonly known as the mileage death and mileage injury rates.)

***

ACKNOWLEDGEMENTS

The Highway Safety Office of the Department would like to take this opportunity to express sincere appreciation to all persons, agencies, departments and organizations who have contributed to this publication.

The raw data from which this publication was taken was generated from Uniform Traffic Collision Reports for Investigating Officers which were submitted by members of the S.C. Highway Patrol, city policy departments and county police agencies. This Office gives special recognition to the above traffic investigative agencies and in doing so cannot forget the support and cooperation of the following organization within the Department of Highways and Public Transportation: Engineering Division, Motor Vehicle Division, Public Affairs Office, Map Drafting Unit of Planning, Data Processing Office and the Traffic Accident Research Section.

The Traffic Records System which produced the traffic collision and other pertinent data for this publication could not have done so without the untiring efforts of the above persons and organizations.

SAFETY EDUCATION SERVICE

HSO

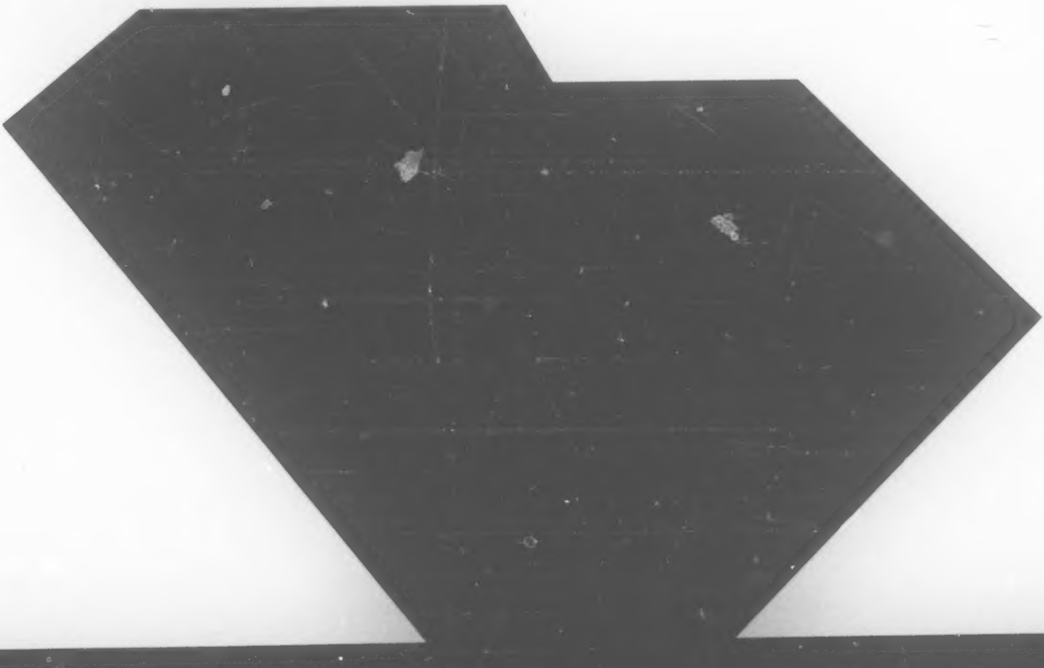
HIGHWAY SAFETY OFFICE

SC DEPARTMENT OF HIGHWAYS & PUBLIC TRANSPORTATION

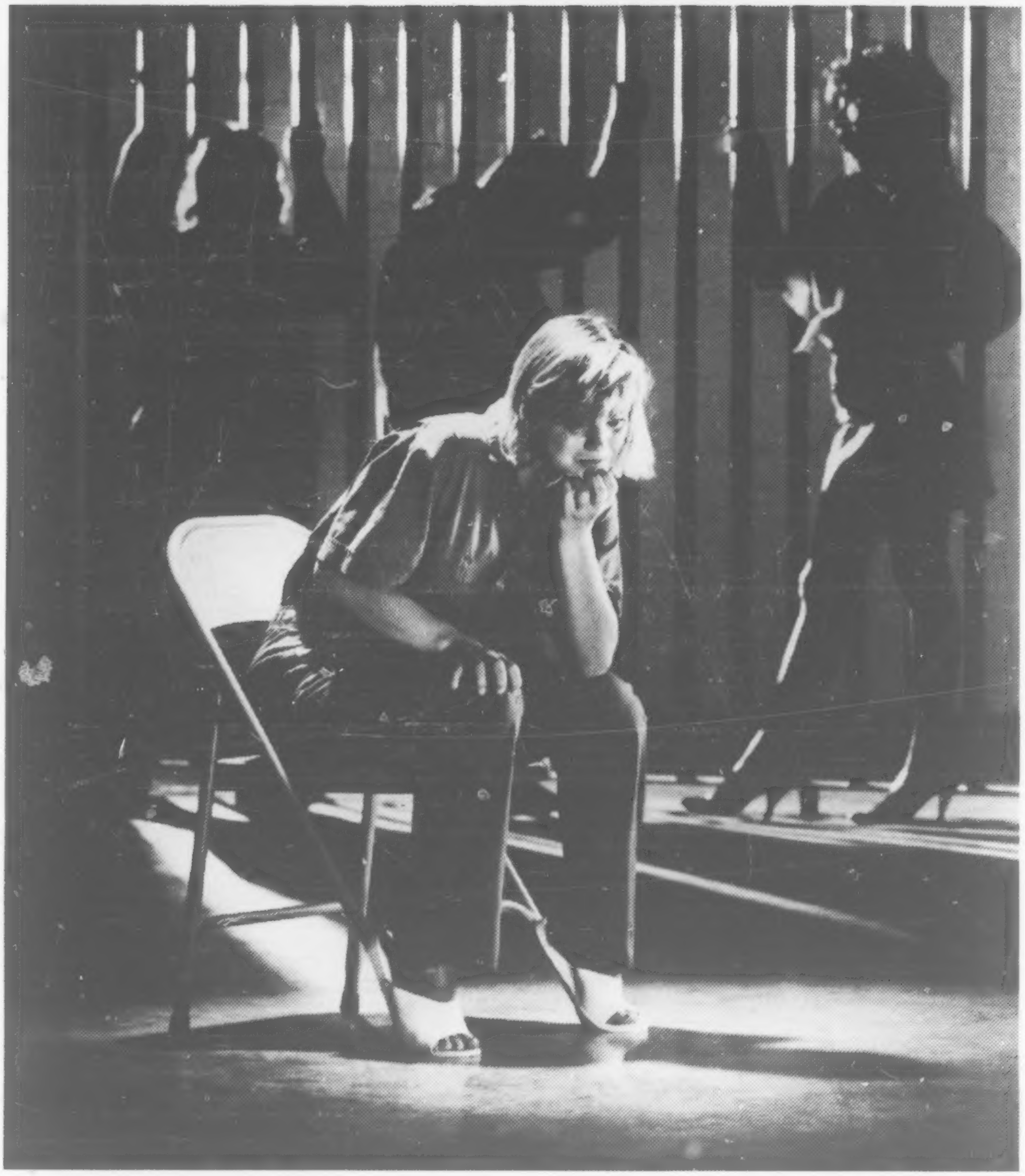
South Carolina Department of Highways & Public Transportation

- S7190-2-U

1988 SC TRAFFIC ACCIDENT FACT BOOK



HIGHWAYS OR DIEWAYS?
The Choice Is Yours.



Susie's booked for the season.

She had a full social calendar planned. Football games, parties, weekends in the mountains, and some skiing over the holidays.

All that's changed now. Susie and some friends went joy-riding one night, and they took along some beer.

But Susie had a few too many, ran a stop sign, and now an innocent victim is dead.

Susie had developed an attitude problem. Like many other drivers in South Carolina she thought she owned the road and could drive as she pleased.

Every year thousands of people are killed, crippled, and disfigured on South Carolina's roads. The major causes are SPEEDING, DRIVING UNDER THE INFLUENCE, FAILURE TO WEAR SAFETY BELTS, FAILURE TO YIELD RIGHT-OF-WAY, AND FAILURE TO OBEY WARNING SIGNS.

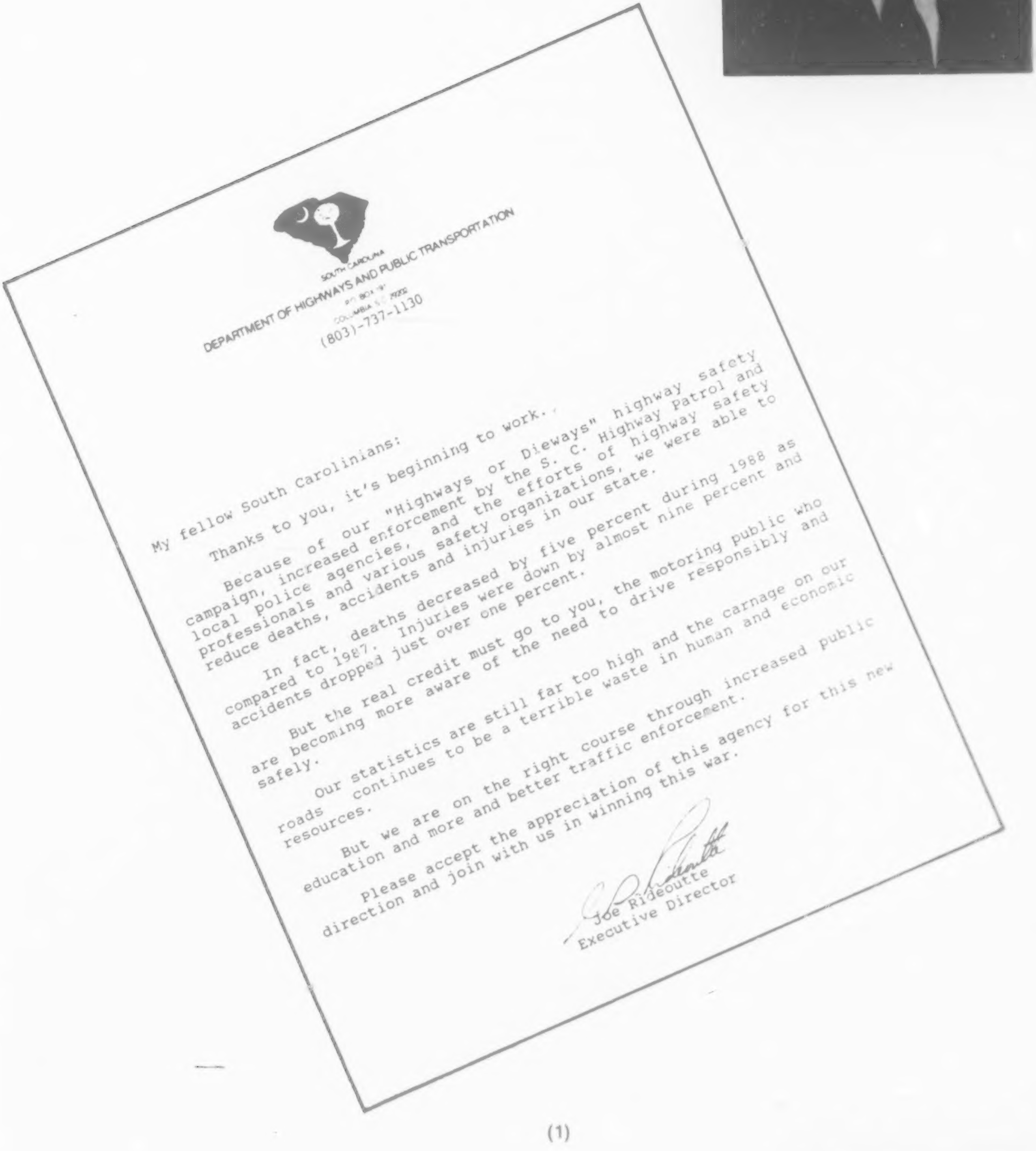
Don't make the same mistake. You can bet your life she wishes she hadn't. Because instead of a season of easy living, Susie's facing hard time for Felony DUI.

HIGHWAYS OR DIEWAYS?

The Choice Is Yours.

Sponsored by the South Carolina Department of Highways and Public Transportation through a grant from the Governor's Office of Highway Safety, Division of Public Safety Programs.

A message from the executive director . . . .



SOUTH CAROLINA
DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION
P.O. BOX 191
COLUMBIA S.C. 29202
(803)-737-1130

My fellow South Carolinians:

Thanks to you, it's beginning to work.

Because of our "Highways or Dieways" highway safety campaign, increased enforcement by the S. C. Highway Patrol and local police agencies, and the efforts of highway safety professionals and various safety organizations, we were able to reduce deaths, accidents and injuries in our state.

In fact, deaths decreased by five percent during 1988 as compared to 1987. Injuries were down by almost nine percent and accidents dropped just over one percent.

But the real credit must go to you, the motoring public who are becoming more aware of the need to drive responsibly and safely.

Our statistics are still far too high and the carnage on our roads continues to be a terrible waste in human and economic resources.

But we are on the right course through increased public education and more and better traffic enforcement.

Please accept the appreciation of this agency for this new direction and join with us in winning this war.

Joe Rideoutte
Executive Director

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PART I
GENERAL INFORMATION

The number of reported traffic accidents in South Carolina declined in 1988 from 1987 by 1.4%. This was the first reduction since 1981. This is especially encouraging since 1988 was a year of substantial economic expansion, whereas 1981 was a recession year. Also, motor vehicle travel in South Carolina was up by 4.8% in 1988 over 1987. While the reduction in traffic accidents is certainly a positive sign, the 117,723 reported to the Highway Department still represents the second highest total on record and the fourth consecutive year over 110,000. Averaged over the entire year, a traffic accident is reported every 4 minutes and 29 seconds.

The number of traffic fatalities declined from 1,087 in 1987 to a total of 1,033 in 1988, a 5.0% reduction. This is the first downturn in traffic fatalities since 1982. **The fatality death rate of 3.3 is the second lowest in the state's motor vehicle history.** Only in 1982 when a death rate of 3.0 was attained were fewer persons killed per 100 million miles of vehicle travel. Still, the fatality count is too high and represents the fourth largest total in the state's history, 65 below the all-time record of 1,099 set in 1972. One person was killed in a traffic accident in the Palmetto State every 8 1/2 hours. South Carolina is still well-above the 1987 national vehicle mileage death rate of 2.4.

The 1,033 traffic fatalities equal approximately one traffic fatality for every 3,400 Palmetto state residents. This proportion is even higher than the national average of one traffic fatality for every 5,200[1] population. Traffic accidents nationally are the leading cause of death for persons between the ages of 1 and 24[2]. Nearly 20,000 persons under the age of 25 are killed each year. In South Carolina, 386 persons under age 25 died in traffic accidents. This represents 37.4% of all traffic fatalities.

Traffic fatalities are the most severe consequence of motor vehicle accidents, but even in non-fatal accidents, the cost in human suffering can be severe. There were 50,713 traffic injuries in 1988. Although this total is up substantially from 1987, the entire increase is accounted for in the "possible injury" category. A "possible injury" is defined as any injury reported or claimed which is not a fatal injury, incapacitating injury, or nonincapacitating evident injury, such as a complaint of pain, nausea, hysteria, etc[3]. Prior to 1988, officers were not required to report uninjured occupants. Beginning with 1988 all occupants, even those who are uninjured, must be reported on the accident report. This change has improved the incentive for complete reporting of all injuries including those in the possible category. Incapacitating and nonincapacitating injuries were actually down more than 8.5% from 1987.

Traffic accidents are responsible for hundreds of millions of dollars in economic losses to South Carolinians each year. Economic losses as estimated here include property damage, medical costs, and lost productivity but do not include intangible costs such as grief and suffering. In 1988, $787.5 million dollars[4] in estimated losses were incurred; this figure represents a reduction of 11.0% from the previous year.

There are many causes for traffic accidents and these causes vary accoring to severity of the accident. For example, in 1988, accidents involving fatalities were nearly 5 times as likely to have alcohol or drugs indicated as the probable cause than were accidents involving only property damage. In 1988, accidents involving collisions with a fixed object were nearly 4 times as likely to result in fatalities as were accidents involving a collision between two or more motor vehicles in transport.

---

[1] Source: The National Highway Traffic Safety Administration, Fatal Accident Reporting System Annual Report.

[2] Source: National Safety Council, Accident Facts.

[3] Source: Manual on Classification of Motor Vehicle Traffic Accidents, 4th Edition.

[4] Source: The National Safety Council formula which uses the following cost factors: Fatality - $270,00, Incapacitating Injury - $28,600, Nonincapacitating Injury $7,100, Possible injury - $1,700 and Property Damage Only Accidents - $1,500.

1988

QUICK FACTS

STATISTIC	NUMBER	% CHANGE FROM 1987
Fatal Accidents	910	- 6.1
Injury Accidents	31,065	+ 28.8*
Property Damage Accidents	85,748	- 9.0
Total Accidents	117,723	- 1.4
Fatalities	1,033	- 5.0
Possible Injuries	30,953	+ 97.5*
Non-Incapacitating Injuries	11,073	+ 37.0*
Incapacitating Injuries	8,687	- 35.8*
Truck Tractor Fatalities	105	**
Motorcycle Fatalities	64	+ 14.3
Bicycle Fatalities	12	- 58.6
Pedestrian Fatalities	118	- 3.3
Railway Train Fatalities	9	+ 12.5
Moped Fatalities	4	- 20.0
School Bus Fatalities	6	+ 500.0
Economic Loss	$ 787,500,000	- 11.0
Vehicle Miles Traveled	31,672,000,000	+ 4.8
Roadway Miles Maintained	63,702	+ 0.4
Motor Vehicle Registrations	2,477,292	+ 2.3
Licensed Drivers	2,371,270	+ 8.0
Mileage Death Rate	3.3	- 8.3

* A change in reporting procedures renders injury comparisons with previous years' overall totals misleading. See the Definitions section for an explanation of injury terminology.

** Comparison with 1987 figures are not valid. See page 55 for an explanation.

1 DHPT USE ONLY

ORIGINAL

SOUTH CAROLINA
UNIFORM TRAFFIC ACCIDENT REPORT
(FOR INVESTIGATING OFFICERS)
D.H.P.T. FORM TR-310 Rev. 11-88

☐ Amended - Attach Copy of Original Report

☐ Corrected

# of Units

Page of Pages

2

Date	Time	County	1 Interstate 4 Secondary 2 US Primary 5 County 3 SC Primary 6 Other	ON	ACCIDENT LOCATION Route Number and Name if any	AUXILIARY 0 Main Line 2 Alternate 6 Connection 8 Bypass 5 Spur 7 Business 9 Other

3

Lane	Ramp 1 Entrance 2 Exit	Lane/Ramp/Travel Direction N E S W	1 Interstate 4 Secondary 2 US Primary 5 County 3 SC Primary 6 Other	FROM	BASE INTERSECTION Route Number and Name if any	AUXILIARY 0 Main Line 2 Alternate 6 Connection 8 Bypass 5 Spur 7 Business 9 Other
Distance Offset MILES FEET		Direction N E S W	1 Interstate 4 Secondary 2 US Primary 5 County 3 SC Primary 6 Other	TOWARD	SECOND INTERSECTION Route Number and Name if any	AUXILIARY 0 Main Line 2 Alternate 6 Connection 8 Bypass 5 Spur 7 Business 9 Other

4

RR Crossing ID	Time Police Notified	Time Police Arrived	Time Ambulance Arrived	City or Town In	Or if Outside	Miles N E S W	For DHPT Use Only MP Grid

5 6 7 8

Unit #	Sex	Race	Driver or Pedestrian Full Name		Unit #	Sex	Race	Driver or Pedestrian Full Name	
Birth Date			Street or R F D		Birth Date			Street or R F D	
Residence County			City State & Zip		Residence County			City State & Zip	
State	Class		Driver License Number		State	Class		Driver License Number	
Year	Body		Make & Vehicle Identification Number		Year	Body		Make & Vehicle Identification Number	
State	Year		License Plate Number		State	Year		License Plate Number	
Home Telephone #			Owner's Full Name		Home Telephone #			Owner's Full Name	
Bus Telephone #			Street or R F D		Bus Telephone #			Street or R F D	
Residence County			City State & Zip		Residence County			City State & Zip	

9

Contrib to Acc Yes No	Estimated Speed	Speed Limit	Hazardous Material	Contrib to Acc Yes No	Estimated Speed	Speed Limit	Hazardous Material	
# of Occupants	Vehicle Towed by	Trl Length Trl Width	Trl Length Trl Width	# of Occupants	Vehicle Towed by	Trl Length Trl Width	Trl Length Trl Width	
Summons Number	Violation Codes	**B-** 514201		Summons Number	Violation Codes	**B-** 514202		

10 11

Direction of Travel
Unit #1 N E S W
Unit #2 N E S W

NORTH

Describe What Happened (Refer to Units by Number)

NOTICE THE UNIFORM TRAFFIC ACCIDENT REPORT IS FOR STATISTICAL REPORTING PURPOSES ONLY AND REFLECTS THE OFFICER'S BEST KNOWLEDGE OPINION AND BELIEF COVERING THE ACCIDENT BUT NO WARRANT IS MADE AS TO THE FACTUAL ACCURACY THEREOF

SPECIAL USE ONLY

Damage to Property Other Than Vehicle $	Estimated Amt. of Damage to Unit 1 $	Estimated Amt. of Damage to Unit 2 $

Witness Full Name	Address	Phone	Zip	Age	Sex
Property Owner Name	Address		Zip		

OCCUPANTS

Name	Address	Zip
Name	Address	Zip
Name	Address	Zip
Name	Address	Zip
Name	Address	Zip
Name	Address	Zip

Investigator's Name	Rank	Badge #	Agency Type	Code	Date	Reviewer's Name	Rank

12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35

SOUTH CAROLINA UNIFORM TRAFFIC ACCIDENT REPORT D.H.P.T. FORM TR-310 Rev. 11-88

SOUTH CAROLINA
UNIFORM TRAFFIC ACCIDENT REPORT

MAIL ORIGINAL REPORT TO:
S. C. DEPT. OF HIGHWAYS
& PUBLIC TRANSPORTATION
HIGHWAY SAFETY OFFICE
POST OFFICE BOX 191
COLUMBIA, S. C. 29202

1

LIGHT

1 - DAYLIGHT
2 - DAWN
3 - DUSK
4 - DARK (LIGHTING UNSPECIFIED)
5 - DARK (STREET LAMPS LIT)
6 - DARK (STREET LAMPS NOT LIT)
7 - DARK (NO LIGHTS)

2

WEATHER

1 - FOG, SMOG
2 - HAIL
3 - HIGH WIND
5 - CLEAR
6 - CLOUDY
7 - RAIN
8 - SNOW, SLEET
9 - OTHER

3

LOCALE

1 - OPEN COUNTRY
2 - RESIDENTIAL
3 - SHOPPING OR BUSINESS
4 - MFG. OR INDUSTRIAL
5 - SCHOOL OR PLAYGROUND
6 - HOSPITAL

4

CHARACTER

1 - STRAIGHT - LEVEL
2 - STRAIGHT - ON GRADE
3 - STRAIGHT - HILLCREST
4 - CURVE - LEVEL
5 - CURVE - ON GRADE
6 - CURVE - HILLCREST

5

CONDITION

1 - DRY
2 - WET
3 - ICY
4 - SLUSHY
5 - SNOWY
6 - MUDDY
7 - DEBRIS
8 - OTHER

6

ROAD DEFECT

0 - NONE
1 - SHOULDER DEFECT
2 - SOFT SHOULDER
3 - LOW SHOULDER
4 - HIGH SHOULDER
5 - RUTS, HOLES, BUMPS
6 - WORN POLISHED TRAVEL SURFACE
7 - ROAD UNDER CONSTRUCTION/ MAINTENANCE
9 - OTHER

7

TRAFFIC CONTROL

1 - STOP SIGN
2 - STOP AND GO SIGNAL
3 - YIELD SIGN
4 - OFFICER OR FLAGMAN
5 - RR CROSSING GATES/LIGHTS
6 - RR FLASHING LIGHTS
7 - NONE
8 - OTHER REGULATORY SIGN
9 - RR CROSSBUCKS ONLY

8

TRAFFIC CONTROL FUNCTIONING

0 - NOT APPLICABLE
1 - YES
2 - NO
3 - UNKNOWN

9

FIRST HARMFUL EVENT

SEE FIRST HARMFUL EVENT CODE LIST ON REVERSE SIDE

10

HARMFUL EVENT LOCATION

SEE HARMFUL EVENT LOCATION CODE LIST ON REVERSE SIDE

11

PROBABLE ACCIDENT CAUSE/FACTOR

SEE PROBABLE ACCIDENT CAUSE/FACTOR CODE LIST ON REVERSE SIDE

TYPE UNIT

01 - AUTOMOBILE
12 - PICKUP TRUCK
13 - TRUCK TRACTOR
14 - OTHER TRUCK
25 - MOTORCYCLE
26 - MOPED
27 - PEDALCYCLE
28 - MINIBIKE
38 - ANIMAL DRAWN VEHICLE
39 - ANIMAL (RIDDEN)
41 - PEDESTRIAN
51 - TRAIN
61 - SCHOOL BUS
62 - PASSENGER BUS
98 - OTHER
99 - UNKNOWN (HIT & RUN ONLY)

VEHICLE USE

01 - PERSONAL
02 - DRIVER TRAINING
03 - CONSTRUCTION/MAINT.
04 - AMBULANCE
05 - MILITARY
06 - TRANSPORT PASSENGERS
07 - TRANSPORT PROPERTY
08 - FARM USE
09 - WRECKER OR TOW
10 - POLICE
11 - GOVERNMENT
12 - FIRE FIGHTING
98 - OTHER

ATTACHMENTS

1 - NONE
2 - MOBILE HOME
3 - SEMI-TRAILER
4 - UTILITY TRAILER
5 - FARM TRAILER
6 - TRAILER WITH BOAT
7 - CAMPER TRAILER
8 - TOWED MOTOR VEHICLE
9 - PETROLEUM TANKER
A - LOWBOY TRAILER
B - AUTO CARRIER TRAILER
C - OTHER TANKER
D - FLAT BED
E - OTHER
F - TWIN TRAILERS

DRIVER LICENSE RESTRICTIONS NOT COMPLIED WITH

A - CORRECTIVE LENSES
B - SPECIAL RESTRICTED
C - NO INTERSTATE DRIVING
D - NOT TO EXCEED 50 MPH
E - NEIGHBORHOOD ONLY
F - PREVIOUS DUI
G - HAND CONTROLS
H - STEERING KNOB
J - AUTOMATIC TRANSMISSION
K - POWER STEERING/BRAKES
L - OTHER
M - OUTSIDE MIRROR
N - TURN SIGNALS

VISION OBSTRUCTION

0 - NONE
1 - BUILDING
2 - SIGN
3 - VEGETATION
4 - SNOW BANK
5 - HILL
6 - CURVE IN ROAD
7 - VEHICLES
8 - SUNLIGHT, HEADLIGHTS
9 - OTHER (DUST, SMOKE, E. G.)

VEHICLE DEFECT

00 - NONE
01 - BRAKES
02 - STEERING
03 - POWER PLANT
04 - SUSPENSION
05 - TIRES
06 - EXHAUST
07 - LIGHTS
08 - SIGNALS
09 - WINDOWS/WINDSHIELD
10 - RESTRAINT SYSTEMS
11 - WHEELS
12 - TRUCK COUPLING
13 - CARGO
14 - FUEL SYSTEM
97 - OTHER
99 - UNKNOWN

PEDESTRIAN/PEDALCYCLIST ACTION

10 - ENTERING OR CROSSING SPECIFIED LOCATION
11 - ENTERING OR CROSSING ROADWAY
12 - ENTERING OR CROSSING FROM IN FRONT OF OR BEHIND OTHER VEHICLE
20 - WALKING OR RIDING WITH TRAFFIC
30 - WALKING OR RIDING AGAINST TRAFFIC
52 - APPROACHING OR LEAVING A VEHICLE
62 - PUSHING OR WORKING ON VEHICLE
68 - WORKING IN ROADWAY
70 - STANDING
74 - PLAYING IN ROADWAY
75 - LYING AT OR IN LOCATION SPECIFIED
76 - SITTING AT OR IN LOCATION SPECIFIED
97 - OTHER

PEDESTRIAN/PEDALCYCLIST VISIBILITY

0 - NO VISIBILITY
1 - CLOTHING CONTRASTS WITH BACKGROUND
2 - REFLECTIVE MATERIAL OR OBJECT ONLY
3 - CLOTHING CONTRASTS AND REFLECTIVE MATERIAL/OBJECT
4 - OTHER LIGHT SOURCE USED
5 - CLOTHING CONTRASTS AND OTHER LIGHT SOURCE USED
6 - REFLECTIVE MATERIAL AND OTHER LIGHT SOURCE USED
7 - CLOTHING CONTRASTS AND REFLECTIVE MATERIAL AND OTHER LIGHT SOURCE USED
9 - UNKNOWN

ALCOHOL/DRUG TEST TYPE

CODE FIRST POSITION
SCREENING TEST ADMINISTERED

0 - NO
1 - YES

CODE SECOND POSITION

0 - NO TEST
1 - BLOOD TEST
2 - BREATH TEST
3 - URINE TEST
7 - UNABLE TO ADMINISTER
8 - REFUSED TEST
9 - TEST PENDING

TEST RESULTS

DRUG TEST RESULTS

CODE FIRST POSITION:

0 - NEGATIVE OR NOT GIVEN
1 - POSITIVE
9 - RESULTS PENDING

ALCOHOL TEST RESULTS

CODE NEXT TWO POSITIONS:

LEVEL OF BLOOD ALCOHOL TEST RESULTS

DRIVER INTENTIONS

SEE DRIVER INTENTIONS CODE LIST ON REVERSE SIDE

VEHICLE MANEUVER

SEE VEHICLE MANEUVER CODE LIST ON REVERSE SIDE

Unit No 1 12
Unit No 2 13
Unit No 1 14
Unit No 2 15
Unit No 1 16
Unit No 2 17
Unit No 1 18
Unit No 2 19
Unit No 1 20
Unit No 2 21
Unit No 1 22
Unit No 2 23
Unit No 1 24
Unit No 2 25
Unit No 1 26
Unit No 2 27
Unit No 1 28
Unit No 2 29
Unit No 1 30
Unit No 2 31
Unit No 1 32
Unit No 2 33
Unit No 1 34
Unit No 2 35

OCCUPANT SEAT LOCATION

11 - DRIVER SEAT
12 - CENTER FRONT SEAT
13 - RIGHT FRONT SEAT
21 - LEFT SECOND ROW SEAT
22 - CENTER SECOND ROW SEAT
23 - RIGHT SECOND ROW SEAT
31 - LEFT THIRD ROW SEAT
32 - CENTER THIRD ROW SEAT
33 - RIGHT THIRD ROW SEAT
40 - SLEEPER BERTH
70 - OTHER POSITION IN VEHICLE
71 - ANY POSITION ON OUTSIDE OF VEHICLE

RESTRAINT EQUIPMENT USE

00 - NO SAFETY EQUIPMENT
11 - LAP BELT USED
01 - LAP BELT NOT USED
12 - LAP/SHOULDER HARNESS USED
02 - LAP/SHOULDER HARNESS NOT USED
13 - PASSIVE BELT/HARNESS USED
03 - PASSIVE BELT/HARNESS NOT USED
14 - CHILD/YOUTH RESTRAINT USED
04 - CHILD/YOUTH RESTRAINT NOT USED
15 - AIR BAG DEPLOYED
05 - AIR BAG NOT DEPLOYED
16 - SAFETY BLANKET DEPLOYED
06 - SAFETY BLANKET NOT DEPLOYED
17 - SAFETY PADDING PRESENT
18 - MOTORCYCLE HELMET USED
08 - MOTORCYCLE HELMET NOT USED
99 - UNKNOWN

LOCATION AFTER IMPACT

1 - NOT EJECTED/TRAPPED
2 - TOTAL EJECTION
3 - PARTIAL EJECTION
4 - TRAPPED
5 - UNKNOWN

ACCIDENT SEVERITY

0 - NO INJURY
1 - POSSIBLE INJURY
2 - NON-INCAPACITATING INJURY
3 - INCAPACITATING INJURY
4 - FATAL

UNIT	SEX	RACE	AGE	SEATING	RESTRAINT	EJECT	INJURY

#9 FIRST HARMFUL EVENT

NON-COLLISION
01 - OVERTURN
02 - FIRE/EXPLOSION
03 - IMMERSION
04 - GAS INHALATION
05 - THROWN OR FALLING OBJECT
06 - SPILL
09 - OTHER NON-COLLISION

COLLISION
10 - PEDESTRIAN

VEHICLE IN TRANSPORT
20 - OTHER
21 - HEAD ON
22 - REAR END
23 - ANGLE
24 - SIDESWIPE
25 - BACKED INTO
30 - PARKED VEHICLE
31 - STOPPED VEHICLE
35 - RAILWAY TRAIN
40 - PEDALCYCLIST
41 - MOTORCYCLIST
42 - MOPED

ANIMAL
44 - DOMESTIC ANIMAL WITH RIDER
45 - DOMESTICATED
46 - WILD, OTHER THAN DEER
47 - DEER
49 - OTHER

FIXED OBJECT
51 - HIGHWAY GUARDRAIL
52 - IMPACT ATTENUATOR CRASH CUSHION
53 - UTILITY POLE
54 - LIGHT STANDARD
55 - TREE
56 - FIRE HYDRANT
57 - PIER OR COLUMN
58 - OVERHEAD SIGN SUPPORT
59 - HIGHWAY SIGN
60 - TRAFFIC SIGNAL POST
63 - BARRICADE
64 - HIGHWAY STRUCTURE, BRIDGE, OVERPASS
65 - CULVERT HEADWALL
66 - CURBING
67 - RETAINING WALL
68 - DIVIDER FIN, CONCRETE OR STEEL
69 - ROCK OR STONE SIDESLOPE
70 - EARTH SIDESLOPE
71 - BUILDING
72 - FENCE, OTHER THAN MEDIAN
73 - BOULDER
74 - DITCH
75 - OVERHEAD STRUCTURE, UNDERPASS
76 - OTHER FIXED OBJECT
77 - TRASH DUMPSTER

OTHER
90 - OTHER OBJECT (IE. FOREIGN MATERIAL)
93 - ROAD DEFECT
99 - OTHER

#10 HARMFUL EVENT LOCATION

ON TRAFFICWAY

ON ROADWAY
01 - AT INTERSECTION
02 - AT INTERSECTION IN CROSSWALK
03 - NONJUNCTION
04 - NONJUNCTION IN CROSSWALK
05 - ON ISLAND
06 - ON ISLAND CROSSWALK
07 - INTERCHANGE RAMP
09 - OTHER

OFF ROADWAY
21 - MEDIAN
22 - ISLAND
23 - SHOULDER, LEFT
24 - SHOULDER, RIGHT
25 - DRIVEWAY ACCESS
26 - DRIVEWAY ACCESS IN CROSSWALK
27 - ROADSIDE, LEFT
28 - ROADSIDE, RIGHT
29 - SIDEWALK, LEFT
30 - SIDEWALK, RIGHT
39 - OTHER

OFF TRAFFICWAY
41 - OUTSIDE TRAFFICWAY, LEFT
42 - OUTSIDE TRAFFICWAY, RIGHT

#11 PROBABLE CAUSE

DRIVER
00 - UNDER THE INFLUENCE OF ALCOHOL AND DRUGS
01 - UNDER THE INFLUENCE OF DRUGS
02 - UNDER THE INFLUENCE OF ALCOHOL
03 - FAILED TO YIELD RIGHT OF WAY
04 - DISREGARDED TRAFFIC SIGNS, SIGNALS
05 - EXCEEDED STATED SPEED LIMIT
06 - RAN OFF ROAD
07 - MADE AN IMPROPER TURN
08 - WRONG SIDE OR WRONG WAY
09 - FOLLOWED TOO CLOSELY
10 - IMPROPER LANE CHANGE
11 - IMPROPER BACKING OPERATION
12 - IMPROPER PASSING
13 - IMPROPER SIGNAL
14 - IMPROPER PARKING
15 - FELL ASLEEP, FAINTED, ETC.
16 - DID NOT COMPLY WITH LICENSE RESTRICTION
17 - HANDICAPPED
18 - INATTENTION
19 - OTHER

ENVIRONMENT
20 - SMOKE
21 - FOG, SMOG
22 - SLEET, HAIL
23 - BLOWING SAND, SOIL, DIRT
24 - SEVERE CROSSWINDS
25 - RAIN, SNOW
26 - SIGN OBSTRUCTION
27 - VEGETATION OBSTRUCTION
28 - SNOW BANK OBSTRUCTION
29 - HILL OBSTRUCTION
30 - BUILDING OBSTRUCTION
31 - CURVE IN ROADWAY
32 - ANIMAL IN ROADWAY
39 - OTHER

OTHER PERSON (NOT A DRIVER OR PASSENGER)
40 - UNDER THE INFLUENCE OF ALCOHOL AND DRUGS
41 - UNDER THE INFLUENCE OF DRUGS
42 - UNDER THE INFLUENCE OF ALCOHOL
43 - FAILED TO YIELD RIGHT OF WAY
44 - DISREGARDED TRAFFIC CONTROL DEVICE
45 - ILLEGALLY IN ROADWAY
46 - BICYCLE VIOLATION
47 - CLOTHING NOT VISIBLE
49 - OTHER

PASSENGER
51 - PASSENGER UNDER THE INFLUENCE OF DRUGS
52 - PASSENGER UNDER THE INFLUENCE OF ALCOHOL
53 - PASSENGER OBSTRUCTED DRIVER'S VIEW
54 - FELL OFF VEHICLE
59 - OTHER

ROAD
61 - WET
62 - ICY
63 - SLUSHY
64 - DEBRIS
65 - RUTS, HOLES, BUMPS
66 - ROAD UNDER CONSTRUCTION/MAINTENANCE
67 - WORN TRAVEL POLISHED SURFACE
68 - OBSTRUCTION
69 - TRAFFIC CONTROL DEVICE INOPERATIVE
70 - SHOULDERS LOW, SOFT, OR HIGH
79 - OTHER

VEHICLE
81 - BRAKE
82 - STEERING
83 - POWER PLANT
84 - SUSPENSION
85 - TIRES
86 - EXHAUST
87 - LIGHTS
88 - SIGNALS
89 - WINDOWS/WINDSHIELD
90 - RESTRAINT SYSTEMS
91 - WHEELS
92 - TRUCK COUPLING
93 - CARGO
94 - FIRE
95 - JACK-KNIFED

OTHER
99 - OTHER

#32 & 33 DRIVER INTENTIONS

TRAFFIC UNIT MANEUVERING FOR TRAFFIC CONTROLS INTERSECTIONS OR RAILROAD CROSSINGS:
00 - NO EXTERNAL CAUSE OF MANEUVER
01 - TRAFFIC SIGNAL
02 - STOP SIGN
03 - YIELD SIGN
04 - UNCONTROLLED INTERSECTION
05 - CROSSWALK NOT AT INTERSECTION
06 - POLICE OFFICER, SCHOOL CROSSING GUARD, ETC.
07 - RAILROAD CROSSING
08 - RAILROAD CROSSING FLASHER OR GATE
09 - OTHER CONTROL

TRAFFIC UNIT MANEUVERING OR AVOIDING SOMETHING IN ROADWAY:
10 - PEDESTRIAN
11 - PEDALCYCLE
12 - OTHER ROAD VEHICLE (EXCEPT PEDALCYCLE)
13 - OTHER VEHICLE
14 - ANIMAL
15 - FOREIGN OBJECT IN ROADWAY
16 - WATER, ICE, SNOW, OR HAZARDOUS SUBSTANCE ON ROAD
17 - ROAD DEFECT
18 - ROAD MAINTENANCE OR CONSTRUCTION WORK
19 - FIXED OBJECT OR STRUCTURE
20 - FOG, SMOKE, OR DUST
21 - PREVIOUS ACCIDENT
22 - OTHER EVENT
23 - CURVE IN ROADWAY
24 - RESTRICTION IN ROADWAY WIDTH
25 - CHANGE IN ROADWAY ALIGNMENT
26 - SHOULDER
27 - LOOSE GRAVEL IN ROADWAY
28 - UNKNOWN OBJECT, EVENT, OR FEATURE

TRAFFIC UNIT MANEUVER BECAUSE OF MECHANICAL FAILURE:
29 - TIRE FAILURE
30 - STEERING GEAR FAILURE
31 - ENGINE FAILURE
32 - WINDSHIELD WIPER FAILURE
33 - LOAD SPILLED OR DROPPED
34 - INVOLVED IN PREVIOUS ACCIDENT
35 - OTHER FAILURE

TRAFFIC UNIT MANEUVER FOR OWN INTENDED MOVEMENT:
36 - MOVING STRAIGHT AHEAD IN PROPER DIRECTION, INCLUDING CURVES IN ROADWAY
37 - MERGE WITH TRAFFIC ON LEFT
38 - MERGE WITH TRAFFIC ON RIGHT
39 - LEFT TURN
40 - RIGHT TURN
41 - U TURN
42 - ENTER ROADWAY FROM ENTRANCE RAMP ON LEFT
43 - ENTER ROADWAY FROM ENTRANCE RAMP ON RIGHT
44 - ENTER ROADWAY FROM SHOULDER ON LEFT
45 - ENTER ROADWAY FROM SHOULDER ON RIGHT
46 - ENTER ROADWAY FROM PARKING AT LEFT CURB
47 - ENTER ROADWAY FROM PARKING AT RIGHT CURB
48 - LEAVE ROADWAY TO EXIT RAMP ON LEFT
49 - LEAVE ROADWAY TO EXIT RAMP ON RIGHT
50 - LEAVE ROADWAY TO SHOULDER ON LEFT
51 - LEAVE ROADWAY TO SHOULDER ON RIGHT
52 - LEAVE ROADWAY TO PARKING AT LEFT CURB
53 - LEAVE ROADWAY TO PARKING AT RIGHT CURB
54 - LEAVE ROADWAY TO DRIVEWAY ON LEFT
55 - LEAVE ROADWAY TO DRIVEWAY ON RIGHT
56 - BOARD OR DISCHARGE PASSENGER
80 - BACKING

TRAFFIC UNIT MANEUVER AROUND OTHER TRAFFIC UNIT(S):
57 - OVERTAKING SUBJECT UNIT ON LEFT
58 - OVERTAKING SUBJECT UNIT ON RIGHT
59 - CHANGING LANES TO LEFT
60 - CHANGING LANES TO RIGHT
61 - MERGING FROM LEFT
62 - MERGING FROM RIGHT
63 - ON RIGHT SIDE OF ROADWAY
64 - IN WRONG DIRECTION ON ONE WAY ROADWAY
65 - SWERVING TO LEFT
66 - SWERVING TO RIGHT
67 - SLOWING OR STOPPING
68 - STOPPED IN TRAFFIC
69 - STOPPED TO BOARD OR DISCHARGE PASSENGER
70 - SKIDDING, SPINNING, OR YAWING
71 - JACK KNIFING
72 - TURNING LEFT FROM SAME DIRECTION
73 - TURNING LEFT FROM OPPOSITE DIRECTION
74 - MAKING U TURN
75 - TURNING RIGHT FROM SAME DIRECTION
76 - TURNING RIGHT FROM OPPOSITE DIRECTION
77 - ENTERING ROADWAY FROM RAMP ON LEFT
78 - ENTERING ROADWAY FROM RAMP ON RIGHT
79 - ENTERING ROADWAY FROM ROADWAY ON LEFT

#34 & 35 VEHICLE MANEUVER

MOVEMENTS ESSENTIALLY STRAIGHT AHEAD
00 - MOVING STRAIGHT, DETAILS UNKNOWN
01 - STRAIGHT AHEAD IN PROPER DIRECTION, INCLUDING CURVES IN ROADWAY
02 - OVERTAKING OTHER VEHICLE ON LEFT, LEFT OF CENTER LINE
03 - OVERTAKING OTHER VEHICLE ON LEFT, RIGHT OF CENTER LINE (USE ON ONE WAY TRAFFIC)
04 - OVERTAKING ANOTHER VEHICLE ON RIGHT
05 - STRAIGHT AHEAD IN LEFT TURN LANE
06 - STRAIGHT AHEAD IN RIGHT TURN LANE
07 - CHANGING LANES TO LEFT
08 - CHANGING LANES TO RIGHT
09 - MERGING FROM LEFT (ROADWAY NARROWS ON LEFT)
10 - MERGING FROM RIGHT (ROADWAY NARROWS ON RIGHT)
11 - ON WRONG SIDE OF ROADWAY
12 - IN WRONG DIRECTION ON ONE WAY ROADWAY
13 - SWERVING TO LEFT
14 - SWERVING TO RIGHT
15 - SLOWING OR STOPPING
16 - SKIDDING LONGITUDINALLY
17 - SKIDDING LATERALLY
18 - SPINNING OR YAWING
19 - JACK KNIFING
20 - STOPPED IN TRAFFIC
21 - STARTING FROM STOP
22 - INCREASED SPEED

TURNING MOVEMENTS
30 - TURNING, DETAILS UNKNOWN
31 - LEFT FROM LEFT TURN BAY
32 - LEFT FROM LEFT (PROPER) LANE
33 - LEFT FROM OTHER LANE, LEGAL
34 - LEFT FROM OTHER LANE, ILLEGAL
35 - LEFT FROM UNKNOWN LANE
36 - U TURN
37 - RIGHT FROM SPECIAL LANE
38 - RIGHT FROM RIGHT (PROPER) LANE
39 - RIGHT FROM OTHER LANE, LEGAL
40 - RIGHT FROM OTHER LANE, ILLEGAL
41 - RIGHT FROM UNKNOWN LANE

ENTERING TRAFFIC LANE
50 - ENTERING TRAFFIC LANE, DETAILS UNKNOWN
51 - FROM ENTRANCE RAMP ON LEFT
52 - FROM ENTRANCE RAMP ON RIGHT
53 - FROM SHOULDER ON LEFT
54 - FROM SHOULDER ON RIGHT
55 - FROM PARKING SPACE AT LEFT CURB
56 - FROM PARKING SPACE AT RIGHT CURB
57 - FROM DRIVEWAY ON LEFT
58 - FROM DRIVEWAY ON RIGHT

LEAVING TRAFFIC LANE
60 - LEAVING TRAFFIC LANE, DETAILS UNKNOWN
61 - TO EXIT RAMP ON LEFT
62 - TO EXIT RAMP ON RIGHT
63 - TO SHOULDER ON LEFT
64 - TO SHOULDER ON RIGHT
65 - TO PARKING SPACE AT LEFT CURB
66 - TO PARKING SPACE AT RIGHT CURB
67 - TO DRIVEWAY ON LEFT
68 - TO DRIVEWAY ON RIGHT

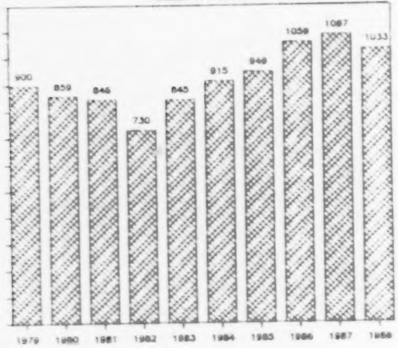
PARKING ON OR ADJACENT TO TRAFFIC LANE
70 - PARKING, DETAILS UNKNOWN
71 - ON LEFT SHOULDER
72 - ON RIGHT SHOULDER
73 - AT LEFT CURB
74 - AT RIGHT CURB
75 - IN TRAFFIC LANE ON LEFT (RURAL)
76 - IN TRAFFIC LANE ON RIGHT (RURAL)
77 - DOUBLE PARKED ON LEFT
78 - DOUBLE PARKED ON RIGHT

MISCELLANEOUS MOVEMENTS
80 - OTHER MISCELLANEOUS, DETAILS UNKNOWN
81 - BACKING IN ROADWAY
82 - BACKING FROM ANGLE, PARKING ON LEFT
83 - BACKING FROM ANGLE, PARKING ON RIGHT
84 - BACKING ACROSS TRAFFIC
85 - BACKING ON SHOULDER
86 - VEHICLE PUSHED BY OTHER VEHICLE
87 - VEHICLE PUSHED BY PEDESTRIAN
88 - DRIVERLESS VEHICLE IN MOTION
89 - NOT IN MOTION (PARKED, ABANDONED, OR STANDING)
99 - UNKNOWN

SOUTH CAROLINA
TEN YEAR
TRAFFIC TRENDS
1979 - 1988

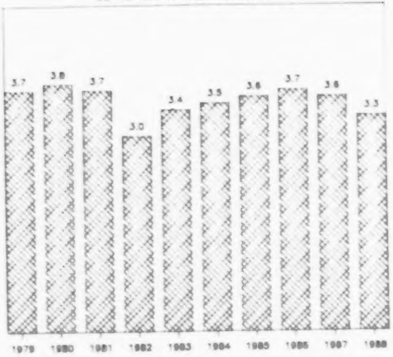
TRAFFIC DEATHS

NUMBER OF DEATHS



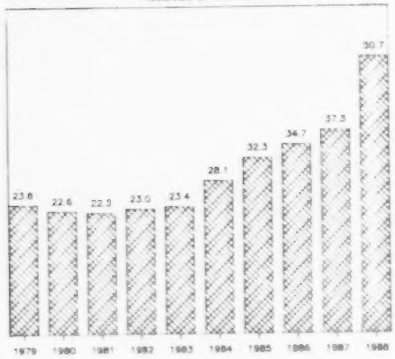
MILEAGE DEATH RATE

DEATHS PER 100 MILLION VEHICLE MILES



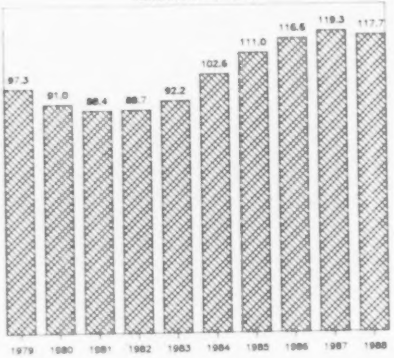
INJURIES

THOUSANDS OF INJURIES



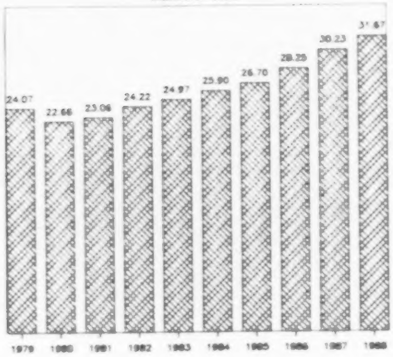
MOTOR VEHICLE ACCIDENTS

THOUSANDS OF ACCIDENTS



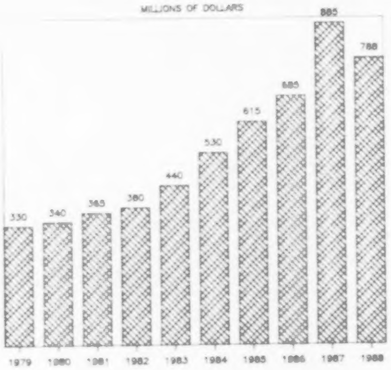
VEHICLE MILES TRAVELED

BILLIONS OF MILES



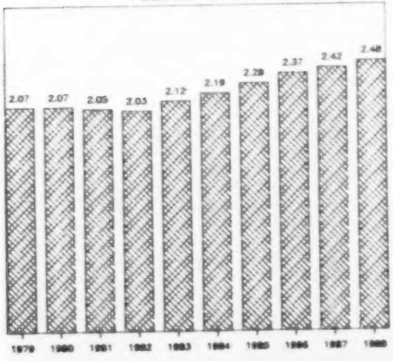
ECONOMIC LOSS

MILLIONS OF DOLLARS



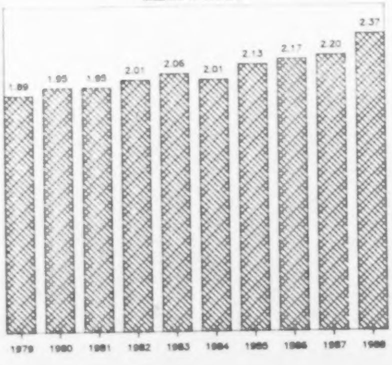
MOTOR VEHICLE REGISTRATIONS

MILLIONS OF VEHICLES



LICENSED DRIVERS

MILLIONS OF DRIVERS



SOUTH CAROLINA

TRAFFIC ACCIDENTS, DEATHS, INJURIES, DEATH RATE AND VEHICLE MILES OF TRAVEL

1959 - 1988

YEARS	ACCIDENTS	DEATHS	INJURIES	DEATH RATE*	VEHICLE MILES OF TRAVEL *
1959	35,050	684	10,986	7.5	9,146
1960	36,983	702	11,717	7.6	9,195
1961	37,291	734	15,103	7.8	9,412
1962	40,519	757	15,851	7.6	9,882
1963	44,233	796	17,652	7.7	10,347
1964	48,419	870	18,271	8.0	10,868
1965	51,389	868	17,608	7.5	11,581
1966	55,697	968	18,598	7.7	12,433
1967	54,747	913	18,892	7.0	13,086
1968	58,197	997	21,459	7.0	14,191
1969	59,033	996	20,203	6.4	15,512
1970	67,808	1,033	19,864	6.2	16,558
1971	74,607	1,023	19,347	5.8	17,763
1972	81,525	1,099	20,283	5.6	19,472
1973	85,071	967	20,440	4.7	20,428
1974	76,986	873	18,863	4.4	20,012
1975	80,740	821	19,407	4.0	20,603
1976	86,944	820	21,201	3.7	21,961
1977	91,485	949	21,382	4.2	22,689
1978	97,883	898	23,223	3.7	24,254
1979	97,394	900	23,815	3.7	24,074
1980	91,016	859	22,599	3.8	22,658
1981	88,425	846	22,355	3.7	23,056
1982	88,798	730	23,019	3.0	24,222
1983	92,277	845	23,458	3.4	24,978
1984	102,617	915	28,135	3.5	25,900
1985	111,077	949	32,388	3.6	26,679
1986	116,573	1,059	34,689	3.7	28,247
1987	119,344	1,087	37,287	3.6	30,227
1988	117,723	1,033	50,713***	3.3	31,672
TOTALS	**2,289,851**	**26,991**	**668,808**		**571,106**

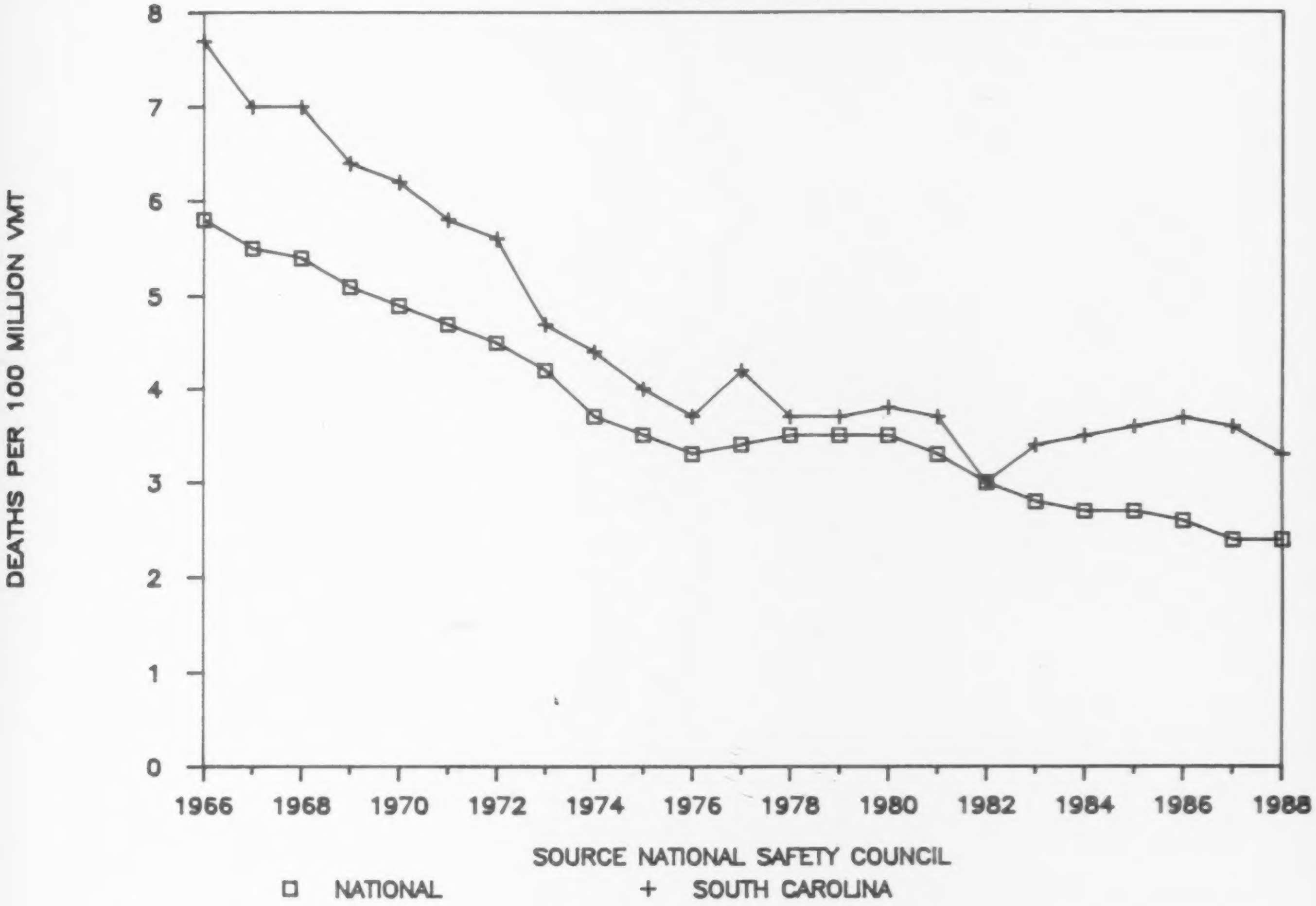
* Per 100 million miles of vehicle travel.

** In millions of miles.

*** This is the first year of the new reporting format. Far more "possible injuries" are reported than in previous years, rendering comparisons with prior years are invalid.

MOTOR VEHICLE MILEAGE DEATH RATE

1966 – 1988



SOURCE NATIONAL SAFETY COUNCIL

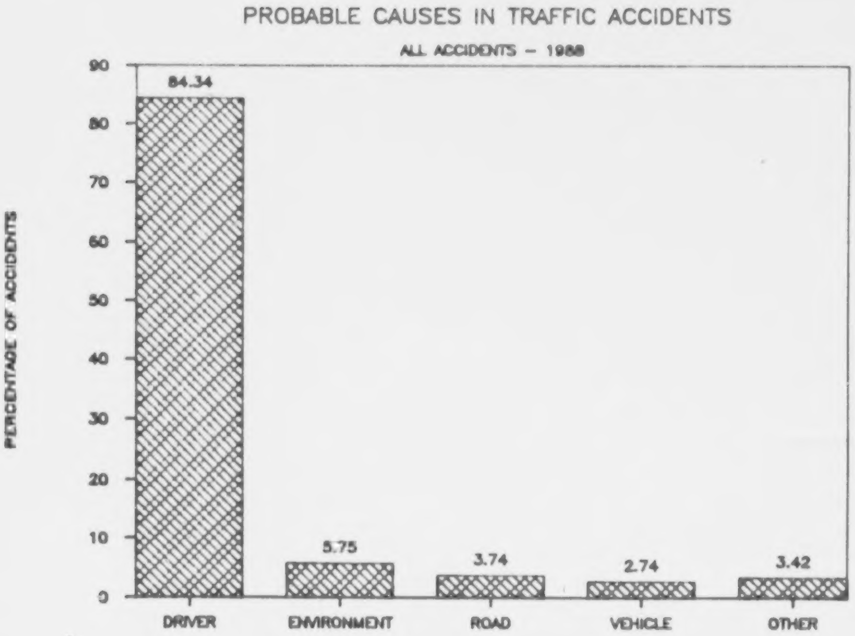
From 1964 until 1982, South Carolina's mileage death rate per hundred million miles traveled, referred to as the MDR, declined from 8.0 to 3.0. In 1982, the state's death rate equaled the national rate for the first time. Beginning in 1983, the downward trend reversed and by 1986 the MDR stood at 3.7, the same as in 1978, eight years earlier. In 1987 the MDR declined to 3.6 and declined for the second straight year to 3.3 in 1988. The 3.3 deaths per hundred million miles of travel was the second lowest in the past 50 years. This reduction was due to a 4.8 percent increase in travel combined with a 5.0% reduction in traffic fatalities. Nationally, the MDR remained at 2.4 for the second straight year, the lowest rate in the past 50 years.

TRAFFIC ACCIDENTS BY PROBABLE CAUSES - 1988

	TYPE ACCIDENT				PERSONS	
	Fatal	Injury	PDO	Total	Killed	Injured
DRIVER						
UNDER INF. ALC. & DRUGS	35	563	877	1,475	42	881
UNDER INF. OF DRUGS	6	114	225	345	6	200
UNDER INF. OF ALCOHOL	128	2,101	2,515	4,744	150	3,428
FAILED TO YIELD R.O.W.	83	6,722	16,834	23,639	93	12,001
DISREGARDED SIGN/SIGNAL	47	2,143	3,284	5,474	56	4,100
EXCEEDED SPEED LIMIT	147	2,234	3,591	5,972	162	3,578
RAN OFF ROAD	82	1,412	2,675	4,169	92	2,037
MADE AN IMPROPER TURN	7	656	3,366	4,029	8	1,120
WRONG SIDE OR WAY	55	606	1,410	2,071	67	1,226
FOLLOWED TOO CLOSELY	3	2,068	6,946	9,017	3	3,237
IMPROPER LANE CHANGE	7	557	4,263	4,827	8	804
IMPROPER BACKING	1	166	3,161	3,328	1	253
IMPROPER PASSING	20	440	1,707	2,167	24	742
IMPROPER SIGNAL	0	38	84	122	0	56
IMPROPER PARKING	2	65	330	397	2	88
FELL ASLEEP, FAINTED	44	846	1,016	1,906	51	1,157
DIDN'T COMPLY W/LIC REST.	0	8	10	18	0	12
HANDICAPPED	0	19	41	60	0	29
INATTENTION	62	4,856	15,714	20,632	75	7,655
OTHER	34	1,217	3,648	4,899	35	1,880
ENVIRONMENT						
SMOKE, FOG, SMOG	2	69	144	215	7	123
SLEET, HAIL	0	68	267	335	0	107
BLOWING SAND, SOIL, DIRT	1	25	58	84	1	50
SEVERE CROSSWIND	0	7	38	45	0	15
RAIN, SNOW	5	339	1,250	1,594	5	563
SIGN OBSTRUCTION	0	3	16	19	0	5
VEGETATION OBSTRUCTION	0	23	99	122	0	40
SNOW BANK OBSTRUCTION	0	7	20	27	0	9
HILL/BUILDING OBSTRUCTION	1	13	44	58	1	20
CURVE IN ROADWAY	0	22	44	66	0	44
ANIMAL IN ROADWAY	3	425	3,380	3,808	3	541
OTHER	2	92	306	400	2	146
OTHER PERSON						
UNDER INFL. ALC. OR DRUGS	17	127	53	197	17	155
FAILED TO YIELD R.O.W.	10	258	350	618	10	343
DISREGARDED TRF. CONTROL	1	43	39	83	1	73
ILLEGALLY IN ROADWAY	39	215	80	334	39	240
BICYCLE VIOLATION	5	135	45	185	5	142
CLOTHING NOT VISIBLE	9	33	12	54	9	35
OTHER	9	116	124	249	9	147
PASSENGER						
UNDER INFL. ALC. OR DRUGS	0	12	7	19	0	17
PASS. OBST. DRIVERS VIEW	0	5	11	16	0	7
FELL OFF VEHICLE	3	25	3	31	3	28
OTHER	4	26	66	96	4	41
ROAD						
WET	2	338	995	1,335	2	503
ICY, SLUSHY	7	444	1,951	2,402	7	699
DEBRIS	0	29	137	166	0	40
RUTS, HOLES, BUMPS	0	21	54	75	0	30
ROAD UNDER CONST./MAINT.	0	10	57	67	0	12
WORN POLISHED SURFACE	0	1	3	4	0	1
OBSTRUCTION IN ROAD	0	18	95	113	0	26
TRAFFIC CONT. INOPERATIVE	0	17	32	49	0	42
SHOULDERS LOW, HIGH, SOFT	0	12	39	51	0	22
OTHER	1	26	117	144	1	38
VEHICLE						
BRAKES	4	371	920	1,295	5	653
STEERING	0	66	167	233	0	98
POWER PLANT	0	61	142	203	0	101
SUSPENSION OR EXHAUST	1	17	28	46	1	21
TIRES	6	155	425	586	6	243
LIGHTS	2	49	90	141	2	93
SIGNALS/WINDOWS/W'SHIELD	0	12	68	80	0	15
RESTRAINT SYSTEMS	0	3	20	23	0	6
WHEELS	1	18	139	158	1	28
TRUCK COUPLING	2	6	43	51	6	12
CARGO	2	39	278	319	2	59
FIRE	0	2	16	18	0	4
JACK-KNIFED	3	7	60	70	4	10
OTHER CAUSES	5	424	1,719	2,148	5	582
TOTALS	**910**	**31,065**	**85,748**	**117,723**	**1,033**	**50,713**

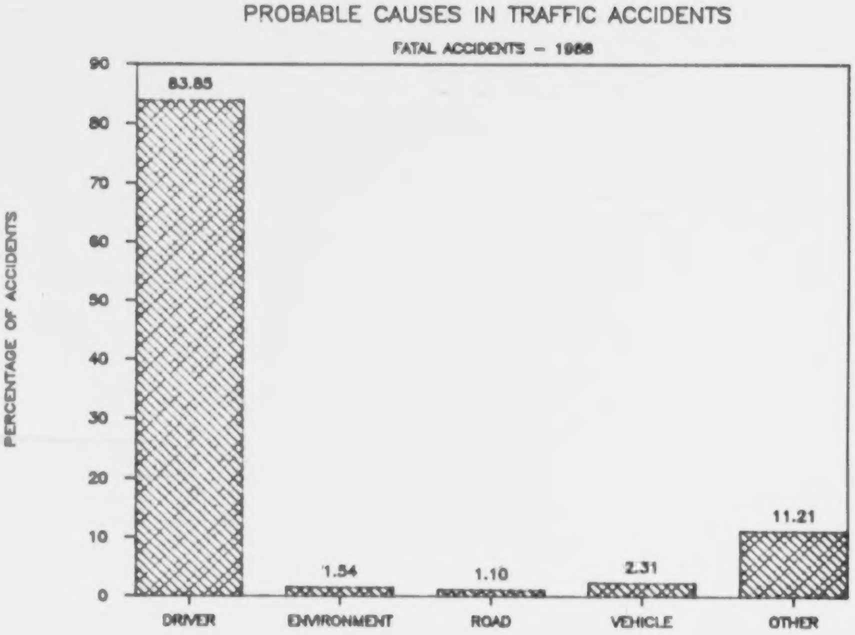
Numerous factors can result in the occurrence of a traffic accident. Even though there are over 70 probable causes specified on the Uniform Traffic Accident Report, officers indicated that more than 2,000 accidents, including 5 fatal accidents, were caused by some "other" factor. Many separate factors may contribute to the occurrence of an accident, but only one can be cited as the probable cause. The vast majority of accidents are caused by a driver error of some sort; specifically, 99,291 or 84.3% of all traffic accidents in 1988 were caused by the driver. In fact, the 10 leading probable cause categories were driver-related. These include, in order of frequency: 1) Failure to Yield Right of Way (23,639), 2) Inattention (20,632), 3) Following Too Closely (9,017), 4) Under the Influence of Drugs, Alcohol or Both (combined total - 6,564), 5) Exceeded Speed Limit (5,972), 6) Disregarded Sign/Signal (5,474), 7) Driver - Other (4,899), 8) Improper Lane Change (4,827), 9) Ran Off the Road, (4,169) and 10) Made an Improper Turn (4,029). The leading non-driver cause of accidents was "Animal in the Road" with 3,808 such accidents; most of these animals were deer (see First Harmful Event table). This ranks as the #11 probable cause overall.

Of the 910 fatal accidents, 764 (84.0%) were caused by a driver indiscretion. The leading probable cause was "Exceeded Speed Limit" with 147 (16.2%), followed by "Under the Influence of Alcohol" with 128 (14.1%). Taken as a group, the three "Under the Influence" categories were the leading cause of fatal accidents with 169, or 18.6% of the total. Including the 17 "Other Person Under the Influence of Alcohol or Drugs", gives a grand total of 186 (20.4%) all fatal accidents caused by intoxication. The leading non-driver cause of fatal accidents is "Other Person - Illegally in Roadway", with 39. All "road" probable causes combined accounted for only 10 fatal accidents; all "vehicle" causes, for 21.



PROBABLE CAUSES IN TRAFFIC ACCIDENTS

ALL ACCIDENTS – 1988



PROBABLE CAUSES IN TRAFFIC ACCIDENTS

FATAL ACCIDENTS – 1988

Some action (or inaction) by one or more of the drivers involved in traffic accidents was considered the probable cause in 99,291 of all reported traffic accidents in 1988, accounting for 84.34% of the total. Environmental factors accounted for the next largest portion, with 6,773 or 5.75% of all accidents. More than half of all accidents in this group involved an animal in the road. The "other" category indicated on the above charts includes accidents attributable to (1) other person, such as a pedestrian, or bicyclist (2) a passenger, and (3) all other causes. As indicated, these accidents accounted for 4,030 or 3.42% of all reported traffic accidents.

Driver indiscretions were responsible for 763 or 83.8% of the fatal accidents. This was only slightly less than the proportion for all accidents. The proportions for environment, road, and vehicle causes were all less for fatal than for all traffic accidents in 1988; the proportion of "other" accidents was sharply higher. The increase in the "other" category is entirely the result of a much higher percentage of "other person" causes. The "other person" category alone accounted for 9.9% of the fatal accidents.

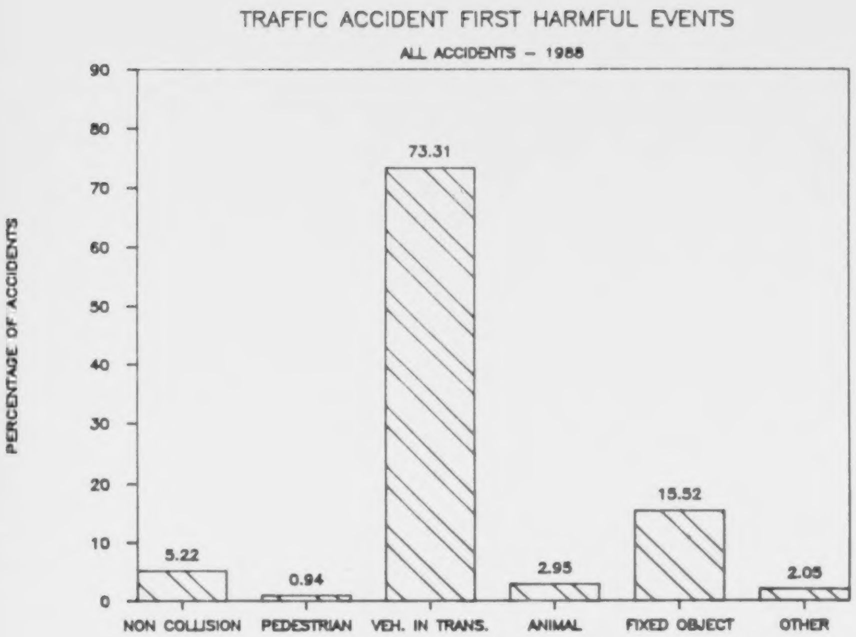
TRAFFIC ACCIDENTS BY FIRST HARMFUL EVENT - 1988

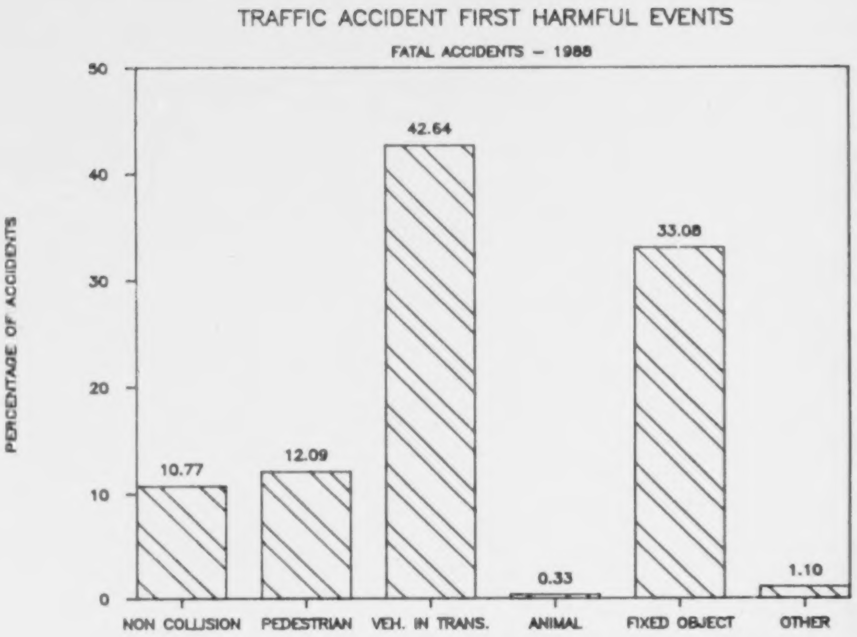
	TYPE ACCIDENT				PERSONS	
	Fatal	Injury	PDO	Total	Killed	Injured
NON-COLLISION						
OVERTURN	86	1,518	2,062	3,666	89	2,247
FIRE/EXPLOSION	0	18	47	65	0	31
IMMERSION	1	40	125	166	1	68
GAS INHALATION	0	13	19	32	0	27
THROWN/FALLING OBJECT	0	37	242	279	0	51
SPILL (MOTORCYCLE)	1	19	74	94	1	22
OTHER NON-COLLISION	10	562	1,270	1,842	10	810
PEDESTRIAN	110	867	135	1,112	114	971
VEHICLE IN TRANSPORT						
OTHER	16	612	1,450	2,078	18	1,179
HEAD ON	106	1,309	1,543	2,958	134	2,864
REAR END	38	7,152	21,563	28,753	50	11,737
ANGLE	182	9,352	25,623	35,157	221	17,014
SIDESWIPE	24	1,672	10,103	11,799	31	2,832
BACKED INTO	0	123	2,967	3,090	0	172
PARKED VEHICLE	1	122	764	887	1	181
STOPPED VEHICLE	1	253	679	933	1	422
RAILWAY TRAIN	9	34	41	84	9	48
PEDALCYCLIST	7	348	74	429	7	368
MOTORCYCLIST	3	84	19	106	3	108
MOPED	1	27	5	33	1	32
ANIMAL						
ANIMAL W/RIDER	1	5	9	15	1	7
DOMESTICATED	2	86	478	566	2	101
WILD, NOT DEER	0	15	64	79	0	21
DEER	0	136	2,550	2,686	0	164
OTHER	0	16	107	123	0	19
FIXED OBJECT						
HIGHWAY GUARDRAIL	7	211	502	720	7	349
IMPACT ATTENUATER	0	8	10	18	0	10
UTILITY POLE	30	777	1,065	1,872	32	1,052
LIGHT STANDARD	0	17	43	60	0	19
TREE	125	1,542	2,104	3,771	140	2,177
FIRE HYDRANT	0	26	105	131	0	28
PIER/COLUMN	4	16	35	55	4	17
OVERHEAD SIGN SUPPORT	0	7	18	25	0	10
HIGHWAY SIGN	2	117	588	707	5	147
TRAFFIC SIGNAL POST	2	18	93	113	2	25
BARRICADE	3	9	54	66	3	9
HIGHWAY STR, BR, O'PASS*	6	118	234	358	7	160
CULVERT HEADWALL	7	105	124	236	7	138
CURBING	8	169	433	610	8	232
RETAINING WALL	0	40	111	151	0	56
DIVIDER FIN.	2	29	75	106	2	39
ROCK/STONE SIDESLOPE	0	9	30	39	0	10
EARTH SIDESLOPE	22	490	819	1,331	23	685
BUILDING	4	83	180	267	4	104
FENCE, OTHER THAN MEDIAN	6	183	853	1,042	6	244
BOULDER	0	9	20	29	0	14
DITCH	59	1,800	3,470	5,329	63	2,393
OVERHEAD STR/UNDERPASS**	2	9	31	42	2	13
OTHER FIXED OBJECT	12	287	877	1,176	13	397
TRASH DUMPSTER	0	6	16	22	0	9
OTHER						
OTHER OBJECT	3	64	464	531	3	81
ROAD DEFECT	0	20	60	80	0	29
ALL OTHERS	7	476	1,321	1,804	8	770
TOTALS	**910**	**31,065**	**85,748**	**117,723**	**1,033**	**50,713**

* Abbreviation for: HIGHWAY STRUCTURE, BRIDGE, OVERPASS ** Abbreviation for: OVERHEAD STRUCTURE, UNDERPASS

The first harmful event (FHE) in a traffic accident is defined by the National Safety Council as the first occurrence of injury or damage in an accident. Additional harmful events can take place in an accident, but only the first occurrence is listed here. The top three FHE's, accounting for 64.3% of all traffic accidents, involve a collision between two or more vehicles in transport. Nearly 30% of all traffic accidents involve angle collisions, 24.4% are rear end collisions and 10% are sideswipes. The fourth leading FHE involves vehicles which overturn.

First harmful events for fatal accidents are substantially different from property damage only (PDO) accidents. The leading FHE in fatal accidents is an angle collision; angle collisions account for only 20% of the fatal accidents, compared to 29.9% of the PDO's. Collisions with trees are the second leading FHE (13.7%) in fatal accidents, but only the seventh leading cause in PDO's (4.4%). Collisions with pedestrians were the third leading FHE in fatal accidents (12.1%), but only the 27th FHE in PDO accidents (.16%). Conversely, sideswipe collisions were the third leading FHE in PDO accidents, but only ninth in fatal accidents.





The first harmful event (FHE) in a traffic accident describes the first event in the accident which results in property damage or bodily injury. In 1988, the FHE in 86,307 of the 117,723 accidents (73.3%) involved a collision between two or more vehicles in transport. The second largest category of FHE's was a collision with a fixed object. These accounted for 18,276 (15.5%) of all reported accidents. Collisions with pedestrians accounted for a very small portion the FHE's in all accidents with 1,112 or less than 1%.

The "vehicle in transport" category of FHE's accounted for a much smaller proportion of fatal accidents than all accidents in 1988. A total of 338 fatal accidents or 42.6% of the total involved two or more motor vehicles in transport. The "collision with a fixed object" category accounted for 33.1% of the FHE's in fatal accidents, more than double the proportion accounted for in all accidents. The sharpest proportional increase of any FHE category was "collision with pedestrian". This category accounted for 110 or 12.8% of all fatal accidents. This was 13 times the proportion accounted for in all accidents.

PART II
ACCIDENT CHARACTERISTICS

There are many characteristics associated with traffic accidents. Patterns in these characteristics can provide insight into the causes of accidents and ultimately to countermeasures which can reduce the number of accidents which occur and minimize the severity of those which still do occur. The data provided on the following pages may raise interesting questions among those interested in highway safety. These questions may in turn lead to research aimed at addressing a particular accident characteristic. Here are some examples of some interesting characteristics provided in the data:

A. **Driver**
- Male drivers between 20 and 24 years of age are overrepresented in fatal collisions.
- More than 65% of all drivers involved in traffic accidents were not charged with any violation.
- The leading traffic violation in 1988 was "Speeding, Less Than 10 MPH Over the Limit", accounting for slightly more than 29% of the violations charged.

B. **Time**
- Fatal accidents occur more often at night than in the daytime, especially after midnight.
- The month of October had the most fatal accidents in 1988. This was the third year out of the last four, that October led in this category.
- More than twice as many fatal accidents occurred on Saturday as on Wednesday during 1988.

C. **Location**
- More fatal accidents (37% of the total) occur on secondary routes than on any other route category.
- Only about 5% of all traffic accidents occur on the interstates. Slightly less than 6% of the fatal accidents occur on the interstates.

D. **Environment**
- The vast majority (83.6%) of all traffic accidents occurred during clear or cloudy weather conditions.
- More than 5 out of 6 fatal accidents occurred on a dry road surface.

E. **Vehicles**
- Automobiles constituted 76.2% of all units involved in traffic accidents during 1988.
- A total of 9.3% of the traffic accidents involving pedestrians, 3.9% involving motorcycles, 1.4% involving bicycles, 2.9% involving mopeds and 1.6% involving truck tractors resulted in fatalities. Only 0.8% of all reported traffic accidents involved fatalities in 1988.

This is just a sample of some of the thought-provoking observations evident in the statistics presented on the following pages. These and other patterns indicated in the data, may merit additional research.

A. The Driver

Numerous decisions are required of drivers in the operation of a motor vehicle. All too often, poor judgment, inattention, carelessness or even deliberate intent on the part of a driver results in a dangerous driving decision, which leads to a traffic accident. The probable cause in over 5 out of 6 traffic accidents was driver-related in 1988. Often, the officer investigating the accident will issue a citation to one or more of the drivers involved in traffic accidents. Listed below are the top 10 driver violations charged to drivers involved in reported traffic accidents during 1988:

	Violation	#	%
1.	Speeding < 10 MPH Over The Limit	22,222	29.8
2.	Failure To Yield Right Of Way	18,338	24.6
3.	Following Too Closely	5,443	7.3
4.	Driving Under Influence	5,198	7.0
5.	Disregarding Sign Or Signal	3,983	5.3
6.	Changing Lane Unlawfully	3,128	4.2
7.	Improper Turning Movement	2,785	3.7
8.	Failure To Stop For Police Vehicle	2,212	3.0
9.	Improper Backing	1,913	2.7
10.	Drivers License Violations	1,753	2.5
	TOTAL	66,975	90.1

Note: More than one violation can be charged to a driver.

An additional 10,618 citations were issued for various other infractions. A total of 143,315 drivers were not charged with any violation.

Another category of driver related violations which may contribute to accidents involves non-compliance with license restrictions. The top five driver restrictions not complied with by drivers involved in traffic accidents during 1988 which contributed to the accident are as follows (A citation was not necessarily issued for these):

	Restriction	#	%
1.	Corrective Lens	3,349	55.0
2.	Previous DUI	508	8.1
3.	Special Restricted License	491	7.8
4.	Outside Mirror	24	0.3
5.	No Interstate Driving	12	0.2
	TOTAL	4,384	71.4

An additional 1,761 drivers were cited for non-compliance with some other license restriction.

Enumerated on the following pages are the number of licensed drivers by age and sex, and the number of drivers involved in accidents by age and sex. Based on the figures indicated in these tables, nearly 1 out of every 5 (18.6%) licensed, male drivers between the ages of 15 and 24 years of age was involved in an accident in 1988. Just over 1 in 8 (13.0%) female drivers the same age were involved in an accident. For the entire licensed population, 1 out of every 11 drivers was involved in an accident. One out of every 719 males ages 15 to 24 was involved in a fatal accident. This compares to 1 out of every 1,705 licensed drivers.

S. C. DRIVERS LICENSED BY AGE AND SEX*

AGE	MALE	(%)	FEMALE	(%)	TOTAL	(%)
13@	1	(0.0%)	0	(0.0%)	1	(0.0%)
14@	345	(0.0%)	67	(0.0%)	412	(0.0%)
15	7,374	(0.3%)	5,220	(0.2%)	12,594	(0.5%)
16	15,509	(0.7%)	12,572	(0.5%)	28,081	(1.2%)
17	20,572	(0.9%)	17,246	(0.7%)	37,818	(1.6%)
18	23,231	(1.0%)	19,820	(0.8%)	43,051	(1.8%)
19	23,873	(1.0%)	20,865	(0.9%)	44,738	(1.9%)
20	23,986	(1.0%)	21,595	(0.9%)	45,581	(1.9%)
21	24,554	(1.0%)	22,291	(0.9%)	46,845	(2.0%)
22	25,603	(1.1%)	23,759	(1.0%)	49,362	(2.1%)
23	27,158	(1.1%)	26,154	(1.1%)	53,312	(2.2%)
24	30,508	(1.3%)	28,995	(1.2%)	59,503	(2.5%)
25-29	155,106	(6.5%)	147,344	(6.2%)	302,450	(12.8%)
30-34	150,700	(6.4%)	144,374	(6.1%)	295,074	(12.4%)
35-39	137,065	(5.8%)	131,159	(5.5%)	268,224	(11.3%)
40-44	120,080	(5.1%)	111,148	(5.1%)	231,228	(9.8%)
45-49	93,231	(3.9%)	85,896	(3.6%)	179,127	(7.6%)
50-54	74,419	(3.1%)	70,264	(3.0%)	144,683	(6.1%)
55-59	66,637	(2.8%)	63,481	(2.7%)	130,118	(5.5%)
60-64	63,884	(2.7%)	61,865	(2.6%)	125,749	(5.3%)
65-69	56,969	(2.4%)	53,945	(2.3%)	110,914	(4.7%)
70+	83,481	(3.5%)	78,924	(3.3%)	162,405	(6.8%)
TOTAL	**1,224,286**	**(51.6%)**	**1,146,984**	**(48.4%)**	**2,371,270**	**(100.0%)**

*As of 12/31/88

@Moped License Only

ALL REPORTED ACCIDENTS
AGE AND SEX OF DRIVER
1988

AGE	--- TOTAL ACCIDENTS ---			-- FATAL ACCIDENTS --			-- INJURY ACCIDENTS --			PROPERTY DAMAGE ACCIDENTS		
	TOTAL	MALE	FEMALE	TOTAL	MALE	FEMALE	TOTAL	MALE	FEMALE	TOTAL	MALE	FEMALE
14 & younger	300	207	93	5	3	2	122	90	32	173	114	59
15	2,664	1,524	1,140	16	12	4	684	378	306	1,964	1,134	830
16	6,053	3,609	2,444	34	25	9	1,603	932	671	4,416	2,652	1,764
17	7,498	4,646	2,852	37	29	8	2,043	1,244	799	5,418	3,373	2,045
18	8,176	5,213	2,963	44	26	18	2,248	1,403	845	5,884	3,784	2,100
19	7,822	4,941	2,881	55	40	15	2,114	1,322	792	5,653	3,579	2,074
20	7,196	4,571	2,625	42	33	9	1,979	1,259	720	5,175	3,279	1,896
21	7,160	4,497	2,663	58	39	19	1,947	1,206	741	5,155	3,252	1,903
22	6,967	4,213	2,754	42	33	9	1,849	1,114	735	5,076	3,066	2,010
23	6,834	4,121	2,713	49	37	12	1,906	1,109	797	4,879	2,975	1,904
24	6,779	4,030	2,749	44	35	9	1,846	1,060	786	4,889	2,935	1,954
25 to 29	30,036	18,302	11,734	184	138	46	7,990	4,822	3,168	21,862	13,342	8,520
30 to 34	24,646	14,690	9,956	146	113	33	6,470	3,765	2,705	18,030	10,812	7,218
35 to 39	19,996	11,772	8,224	150	108	42	5,190	2,973	2,217	14,656	8,691	5,965
40 to 44	15,371	9,245	6,126	100	71	29	3,880	2,258	1,622	11,391	6,916	4,475
45 to 49	10,761	6,732	4,029	75	54	21	2,781	1,682	1,099	7,905	4,996	2,909
50 to 54	8,444	5,397	3,047	59	42	17	2,120	1,317	803	~~6,265~~	4,038	2,227
55 to 59	7,364	4,665	2,699	52	34	18	1,835	1,122	713	5,477	3,509	1,968
60 to 64	6,756	4,369	2,387	42	33	9	1,737	1,107	630	4,977	3,229	1,748
65 to 69	5,707	3,665	2,042	32	16	16	1,538	916	622	4,137	2,733	1,404
70 & older	8,301	5,219	3,082	70	60	10	2,224	1,395	829	6,007	3,764	2,243
Unknown age	812	657	155	2	2	0	155	131	24	655	524	131
Unknown sex[1]	9,535	-	-	56	-	-	1,459	-	-	8,020	-	-
TOTALS[2]	**215,178**	**126,285**	**79,358**	**1,394**	**983**	**355**	**55,720**	**32,605**	**21,656**	**158,064**	**92,697**	**57,347**

[1] - Includes drivers whose sex was not recorded on the report, plus hit and run accidents for which driver information was not determined; also includes parked cars with no driver.

[2] - Adding male, female and unknown sex, totals will equal the total for all drivers.

Out of the 205,643 drivers involved in all traffic accidents and whose gender was known, 61.4% were males. For property damage only accidents, males accounted for 61.8% of the known drivers, but in fatal accidents males comprised 73.4% of all drivers. More than 20% of all drivers involved in fatal accidents were male drivers between the ages of 17 and 24. This group of drivers comprised less than 9% of all licensed drivers in 1988. Female drivers aged 17 to 24 were involved in 7.4% of the fatal accidents. This group accounted for 7.2% of the licensed drivers.

DRIVER INTENTIONS IN ALL ACCIDENTS

1988

INTENTION	Number	Percentage
TRAFFIC UNIT MANEUVERING FOR TRAFFIC CONTROLS, INTERSECTIONS OR RAILROAD CROSSINGS:		
No External Cause of Maneuver	26,703	12.4
Traffic Signal	7,329	3.4
Stop Sign	5,177	2.4
Yield Sign	1,041	0.5
Uncontrolled Intersection	337	0.2
Crosswalk Not At Intersection	40	0.0
Police Officer, School Crossing Guard, Etc.	228	0.1
Railroad Crossing	223	0.1
Railroad Crossing Flasher Or Gate	138	0.1
Other Control	1149	0.5
TRAFFIC UNIT MANEUVERING OR AVOIDING SOMETHING IN ROADWAY:		
Pedestrian	369	0.2
Pedalcycle	185	0.5
Other Road Vehicle (Except Pedalcycle)	1,095	0.5
Other Vehicle	4,143	1.9
Animal	1,381	0.6
Foreign Object In Roadway	353	0.2
Water, Ice, Snow or Hazardous Substance in Road	1,227	0.6
Road Defect	40	0.0
Road Maintenance or Construction Work	105	0.0
Fixed Object or Structure	70	0.0
Fog, Smoke, or Dust	167	0.1
Previous Accidents	250	0.1
Other Event	784	0.4
Curve in Roadway	410	0.2
Restriction in Roadway Width	20	0.0
Change in Roadway Alignment	36	0.0
Shoulder	110	0.1
Loose Gravel in Roadway	19	0.0
Unknown Object, Event, or Feature	734	0.3
TRAFFIC UNIT MANEUVER BECAUSE OF MECHANICAL FAILURE:		
Tire Failure	224	0.1
Steering Gear Failure	327	0.2
Engine Failure	377	0.1
Windshield Wiper Failure	154	0.1
Load Spilled or Dropped	88	0.0
Involved in Previous Accident	119	0.1
Other Failure	774	0.4
TRAFFIC UNIT MANEUVER FOR OWN INTENDED MOVEMENT:		
Moving Straight Ahead in Proper Direction	77,597	36.5
Merge with Traffic on Left	1,116	0.5
Merge with Traffic on Right	1,036	0.5
Left Turn	22,642	10.5
Right Turn	6,874	3.2
U Turn	575	0.3
Enter Roadway From Entrance Ramp on Left	182	0.1
Enter Roadway From Entrance Ramp on Right	643	0.3
Enter Roadway From Shoulder on Left	491	0.2
Enter Roadway From Shoulder on Right	1,278	0.6
Enter Roadway From Parking at Left Curb	210	0.1
Enter Roadway From Parking at Right Curb	712	0.3
Leave Roadway To Exit Ramp on Left	44	0.0
Leave Roadway To Exit Ramp on Right	158	0.1
Leave Roadway To Shoulder on Left	250	0.1
Leave Roadway To Shoulder on Right	433	0.2
Leave Roadway To Parking at Left Curb	67	0.0
Leave Roadway To Parking at Right Curb	192	0.1
Leave Roadway To Driveway on Left	745	0.3
Leave Roadway To Driveway on Right	484	0.2
Board or Discharge Passenger	407	0.2
Backing	2,024	0.9
TRAFFIC UNIT MANEUVER AROUND OTHER TRAFFIC UNIT(S):		
Overtaking Subject Unit on Left	2,412	1.2
Overtaking Subject Unit on Right	1,058	0.5
Changing Lanes to Left	2,109	1.0
Changing Lanes to Right	2,251	1.0
Merging From Left	206	0.1
Merging From Right	283	0.1
On Right Side of Roadway	546	0.3
In Wrong Direction on One Way Roadway	81	0.0
Swerving To Left	1,223	0.6
Swerving To Right	1,069	0.5
Slowing or Stopping	13,831	6.4
Stopped in Traffic	11,386	5.3
Stopped To Board or Discharge Passenger	219	0.1
Skidding, Spinning, or Yawing	1,931	0.9
Jack Knifing	44	0.0
Turning Left From Same Direction	711	0.3
Turning Left From Opposite Direction	594	0.3
Making U Turn	86	0.0
Turning Right From Same Direction	435	0.2
Turning Right From Opposite Direction	86	0.0
Entering Roadway From Ramp on Left	40	0.0
Entering Roadway From Ramp on Right	171	0.1
Entering Roadway From Roadway on Left	439	0.2
TOTAL	**215,297**	**100.0**

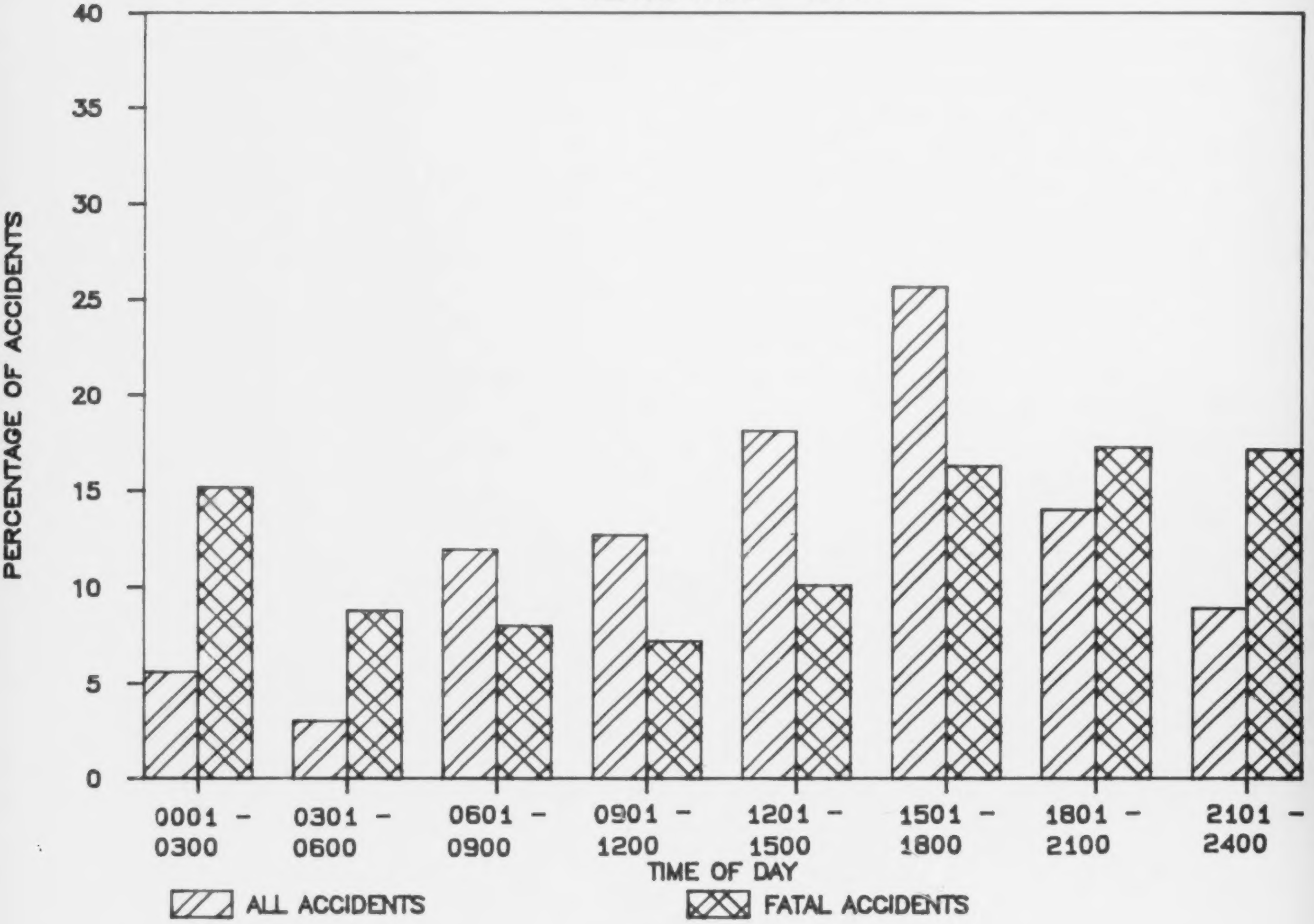
There are a total of eighty (81) categories of Driver Intentions that can be assigned to a driver involved in a traffic accident in South Carolina. In 1988, the top three categories accounted for more than half (59.4%) of all drivers involved in traffic accidents during the year. These include: "Moving Straight Ahead in Proper Direction" by 77,597 drivers or 36.0% of the total, followed by "No External Cause of Maneuver" with 26,703 (12.4%) and "Left Turn" with 22,642 (10.5%). Only two other categories involved more than 10,000 drivers. These were "Slowing or Stopping" with 13,831 (6.4%) of the drivers and "Stopped in Traffic" with 11,386 (5.3%). Combined, the top five categories accounted for more than 70% of all driver intentions for traffic accidents during 1988.

B. Time

The frequency of traffic accidents is affected by the settings of the clock and calendar. The concentration of traffic, for example, is heavier at certain times of the day, days of the week and months. Travel is also affected by holidays and by special events such as football games. In addition to travel, driver attitudes, vision and behavior are influenced by these factors. On the following pages, statistics are presented which indicate observable differences in the occurrence of accidents with relation to various time variables. Some of the important observations in the data are as follows:

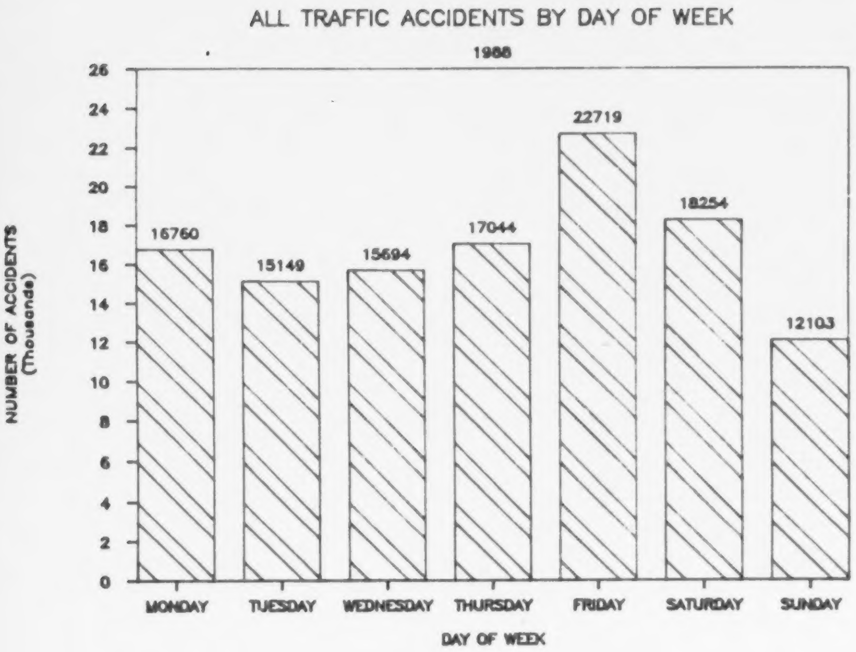
- Property damage only accidents are much more likely to occur during the daylight hours. More than 70% of accidents that have no injuries or fatalities occur between 6:01am and 6:00pm.
- In contrast to the property damage only accidents, fatal accidents occurred more frequently in the nighttime hours between 6:01pm and 6:00am. More than 58 percent of all accidents involving fatalities occurred during this period.
- The most traffic accidents in 1988 occurred on Fridays, representing 19.2% of the total; the fewest traffic accidents were reported on Sundays with 10.2%.
- By far, the most fatal accidents were reported on Saturday, with 215 out of the 910 which occurred during the year. This represents nearly 24% of all fatal accidents and is more than twice the number that occurred on Wednesday, the low day. Only 83 fatal accidents occurred on Wednesday, or 9.1% of the total.
- October was the leading month for both all and fatal accidents in 1988. October had more fatal accidents than any other month for the third year out of the last four. More than 100 fatalities were reported during October for the fourth straight year. No other month has experienced more than 2 years with over 100 fatalities during this same period.
- Traffic fatalities increased in 3 of the 6 holiday periods from 1987 to 1988, decreased in 2 and remained the same in one.

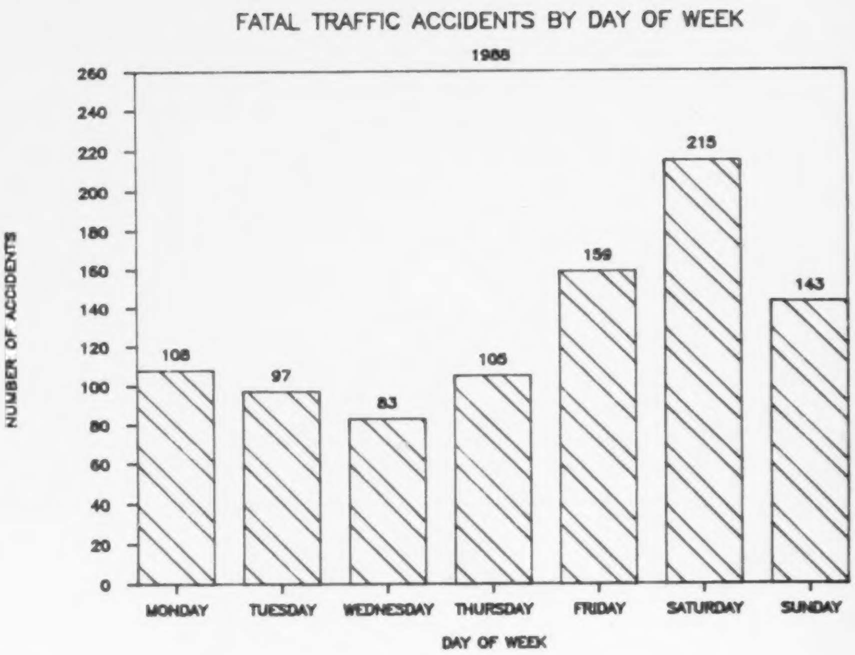
TRAFFIC ACCIDENTS BY TIME OF DAY



The time of day when accidents occur differed greatly between "property damage only" and "fatal" accidents in 1988. The hours, between 6:01am and 6:00pm accounted for 70.3% of the "property damage only" accidents; however, only 41.6% of the "fatal" accidents occurred during this same period. For all traffic accidents, 68.4% occurred during this period.

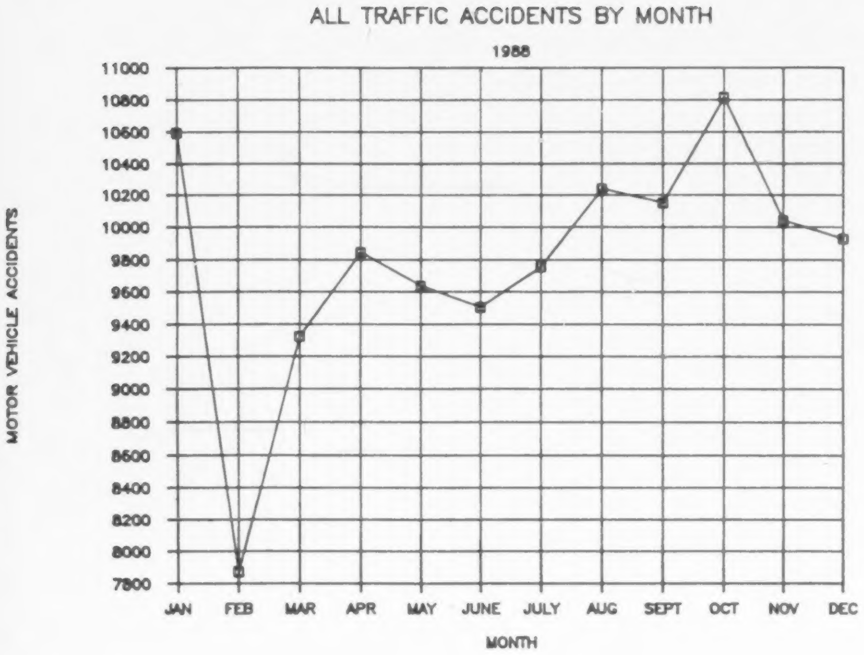
The contrast between "property damage" and "fatal" accidents is even more apparent in the late night hours, between 12:01 and 6:00am. **More than 3 times** the percentage of "fatal" accidents (24.0%) occurred during these hours as "property damage only" accidents (7.8%). For all accidents, 8.6% occurred during this period.

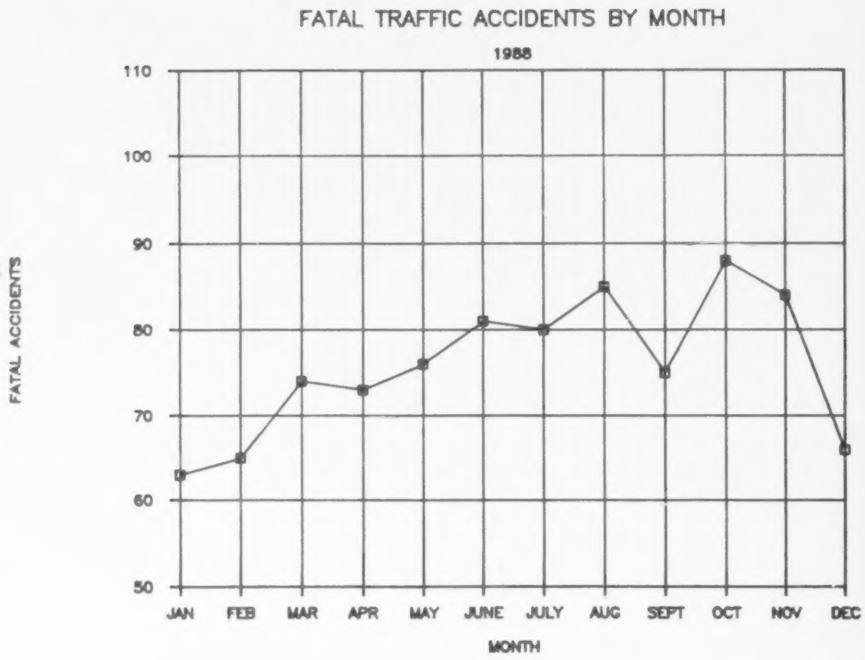




Differences in travel patterns and driver behavior between the seven days of the week are reflected in both the number and severity of traffic accidents which occur. More accidents occurred on Friday than any other day in 1988. Friday had over 4,000 more accidents than the second leading day, Saturday. A total of 19.3% of all accidents occurred on Friday. The fewest accidents occurred on Sunday, with just 10.3% of the total.

The contrast between the days was even greater for fatal accidents. Saturday had far more fatal accidents than any other day. The second leading day was Friday. The 215 fatal accidents occurring on a Saturday represents 23.6% of all fatal accidents; Friday's 159 represents 17.5%. Only 83 fatal accidents occurred on a Wednesday, the fewest of any day. This represents 9.1% of the fatal accidents and is less than 39% of the number which occurred on Saturday.





The occurrence of traffic accidents differs substantially between the twelve months of the year. The month of February had substantially fewer accidents than the average for all months. The peak month for all traffic accidents in 1988 was October. The second ranking month for all accidents was January. A large number of accidents occurred during, and in the days after, a large ice storm hit the state.

For the third time in the past four years, October had the most fatal accidents. In 1988, 88 fatal accidents occurred in October. This represents 9.7% of all fatal accidents during the year. The fewest fatal accidents occurred in January, with 66 (7.3%). A total of 102 persons died in traffic accidents in October. This was the fourth straight year over 100 persons died in October. Only one other month, November, has experienced as many as 2 years with at least 100 traffic fatalities in the last four years. Three months (May, June and July) have had at least 100 fatalities once during the same period.

PERSONS KILLED AND FATAL ACCIDENTS FOR SELECTED HOLIDAY PERIODS IN SOUTH CAROLINA
1979 - 1988

Holiday & Years	Time Beginning	Days & Dates	Hours	Actual Holiday	Persons Killed	Fatal Accidents
Memorial Day						
1979	6 p.m.	5/25 - 5/28	78	Monday	7	7
1980	6 p.m.	5/23 - 5/26	78	Monday	8	7
1981	6 p.m.	5/22 - 5/25	78	Monday	12	11
1982	6 p.m.	5/28 - 5/31	78	Monday	5	5
1983	6 p.m.	5/27 - 5/30	78	Monday	7	6
1984	6 p.m.	5/25 - 5/28	78	Monday	5	5
1985	6 p.m.	5/24 - 5/27	78	Monday	12	10
1986	6 p.m.	5/23 - 5/26	78	Monday	17	14
1987	6 p.m.	5/22 - 5/25	78	Monday	10	8
1988	6 p.m.	5/27 - 5/30	78	Monday	10	8
Fourth of July						
1979	6 p.m.	7/03 - 7/04	30	Wednesday	2	2
1980	6 p.m.	7/03 - 7/06	78	Friday	6	6
1981	6 p.m.	7/02 - 7/05	78	Monday	13	12
1982	6 p.m.	7/02 - 7/05	78	Sunday	8	7
1983	6 p.m.	7/01 - 7/04	78	Monday	17	13
1984	6 p.m.	7/03 - 7/04	30	Wednesday	3	2
1985	6 p.m.	7/03 - 7/07	102	Thursday	20	18
1986	6 p.m.	7/03 - 7/05	78	Friday	17	17
1987	6 p.m.	7/02 - 7/05	78	Saturday	13	13
1988	6 p.m.	7/01 - 7/04	78	Monday	16	15

PERSONS KILLED AND FATAL ACCIDENTS FOR SELECTED HOLIDAY PERIODS IN SOUTH CAROLINA
1979 - 1988

Holiday & Years	Time Beginning	Days & Dates	Hours	Actual Holiday	Persons Killed	Fatal Accidents
Labor Day						
1979	6 p.m.	8/31 - 9/03	78	Monday	8	7
1980	6 p.m.	8/29 - 9/01	78	Monday	12	11
1981	6 p.m.	9/04 - 9/07	78	Monday	8	8
1982	6 p.m.	9/03 - 9/06	78	Monday	10	9
1983	6 p.m.	9/02 - 9/05	78	Monday	11	11
1984	6 p.m.	8/31 - 9/03	78	Monday	12	10
1985	6 p.m.	8/30 - 9/02	78	Monday	11	11
1986	6 p.m.	8/29 - 9/01	78	Monday	14	7
1987	6 p.m.	9/04 - 9/07	78	Monday	25	14
1988	6 p.m.	9/02 - 9/05	78	Monday	15	14
Thanksgiving						
1979	6 p.m.	11/21 - 11/25	102	Thursday	15	12
1980	6 p.m.	11/26 - 11/30	102	Thursday	9	8
1981	6 p.m.	11/25 - 11/29	102	Thursday	7	7
1982	6 p.m.	11/24 - 11/28	102	Thursday	6	5
1983	6 p.m.	11/23 - 11/27	102	Thursday	13	11
1984	6 p.m.	11/21 - 11/25	102	Thursday	13	13
1985	6 p.m.	11/27 - 12/01	102	Thursday	13	12
1986	6 p.m.	11/26 - 11/30	102	Thursday	11	12
1987	6 p.m.	11/25 - 11/29	102	Thursday	19	15
1988	6 p.m.	11/23 - 11/27	102	Thursday	20	13

PERSONS KILLED AND FATAL ACCIDENTS FOR SELECTED HOLIDAY PERIODS IN SOUTH CAROLINA
1979 - 1988

Holiday & Years	Time Beginning	Days & Dates	Hours	Actual Holiday	Persons Killed	Fatal Accidents
Christmas						
1979	6 p.m.	12/21 - 12/25	102	Tuesday	8	8
1980	6 p.m.	12/24 - 12/28	102	Thursday	13	12
1981	6 p.m.	12/24 - 12/27	78	Friday	13	10
1982	6 p.m.	12/23 - 12/26	78	Saturday	8	8
1983	6 p.m.	12/23 - 12/26	78	Sunday	10	9
1984	6 p.m.	12/21 - 12/25	102	Tuesday	20	19
1985	6 p.m.	12/24 - 12/25	30	Wednesday	6	4
1986	6 p.m.	12/24 - 12/28	102	Thursday	16	15
1987	6 p.m.	12/24 - 12/27	78	Friday	10	10
1988	6 p.m.	12/23 - 12/26	78	Sunday	4	4
New Years						
1979	6 p.m.	12/28/79 - 01/01/80	102	Tuesday	9	9
1980	6 p.m.	12/31/80 - 01/04/81	102	Thursday	6	6
1981	6 p.m.	12/31/81 - 01/03/82	78	Friday	8	8
1982	6 p.m.	12/30/82 - 01/02/83	78	Saturday	8	8
1983	6 p.m.	12/30/83 - 01/02/84	78	Sunday	8	8
1984	6 p.m.	12/28/84 - 01/01/85	102	Tuesday	12	10
1985	6 p.m.	12/31/85 - 01/01/86	30	Wednesday	4	4
1986	6 p.m.	12/31/86 - 01/04/87	102	Thursday	27	20
1987	6 p.m.	12/31/87 - 01/03/88	78	Friday	6	6
1988	6 p.m.	12/30/88 - 01/02/89	78	Sunday	14	12

SOUTH CAROLINA
MOTOR VEHICLE TRAFFIC DEATH CALENDAR
1988

	JANUARY						
	SUN	MON	TUE	WED	THUR	FRI	SAT
						1 3	2 3
	3 [illegible]	4 [illegible]	5 3	6 1	7 1	8 0	9 1
	10 1	11 2	12 4	13 1	14 3	15 6	16 7
	17 [illegible]	18 1	19 2	20 0	21 4	22 2	23 6
	24 1	25 [illegible]	26 0	27 2	28 3	29 2	30 5
	31 [illegible]						
TOTAL	4	8	9	4	11	13	22

71

	FEBRUARY						
	SUN	MON	TUE	WED	THUR	FRI	SAT
		1 3	2 0	3 2	4 0	5 2	6 3
	7 3	8 0	9 3	10 1	11 1	12 2	13 5
	14 1	15 2	16 1	17 9	18 0	19 6	20 2
	21 1	22 1	23 2	24 1	25 2	26 3	27 8
	28 4	29 6					
TOTAL	9	12	6	13	3	13	18

74

	MARCH						
	SUN	MON	TUE	WED	THUR	FRI	SAT
			1 3	2 0	3 0	4 1	5 6
	6 5	7 2	8 1	9 2	10 1	11 6	12 3
	13 6	14 3	15 1	16 0	17 2	18 4	19 3
	20 4	21 2	22 0	23 1	24 2	25 3	26 3
	27 7	28 3	29 1	30 5	31 3		
TOTAL	22	10	6	8	8	14	15

83

	APRIL						
	SUN	MON	TUE	WED	THUR	FRI	SAT
						1 0	2 2
	3 0	4 9	5 2	6 0	7 2	8 3	9 9
	10 0	11 1	12 1	13 0	14 3	15 4	16 6
	17 2	18 0	19 3	20 5	21 3	22 6	23 0
	24 2	25 2	26 0	27 4	28 2	29 6	30 2
TOTAL	4	12	6	9	10	19	19

79

	MAY						
	SUN	MON	TUE	WED	THUR	FRI	SAT
	1 2	2 2	3 2	4 1	5 1	6 4	7 5
	8 4	9 2	10 2	11 2	12 1	13 7	14 11
	15 1	16 2	17 6	18 0	19 6	20 2	21 4
	22 3	23 0	24 2	25 0	26 1	27 4	28 3
	29 2	30 1	31 3				
TOTAL	12	7	15	3	9	17	23

86

	JUNE						
	SUN	MON	TUE	WED	THUR	FRI	SAT
				1 1	2 1	3 3	4 5
	5 2	6 5	7 2	8 4	9 3	10 4	11 7
	12 7	13 0	14 4	15 2	16 5	17 1	18 1
	19 3	20 1	21 1	22 2	23 5	24 3	25 8
	26 0	27 1	28 3	29 3	30 2		
TOTAL	12	7	10	12	16	11	21

89

SOUTH CAROLINA

MOTOR VEHICLE TRAFFIC DEATH CALENDAR

1988

JULY

	SUN	MON	TUE	WED	THUR	FRI	SAT
						1 7	2 6
	3 4	4 5	5 3	6 0	7 2	8 6	9 5
	10 2	11 0	12 0	13 3	14 0	15 5	16 2
	17 1	18 4	19 8	20 1	21 2	22 2	23 4
	24 0	25 2	26 1	27 3	28 3	29 4	30 6
	31 4						
TOTAL	11	11	12	7	7	24	23

95

AUGUST

	SUN	MON	TUE	WED	THUR	FRI	SAT
		1 3	2 1	3 2	4 1	5 3	6 3
	7 2	8 0	9 2	10 0	11 5	12 4	13 8
	14 4	15 4	16 3	17 1	18 3	19 2	20 4
	21 5	22 1	23 3	24 1	25 2	26 3	27 3
	28 8	29 3	30 7	31 3			
TOTAL	19	11	16	7	11	12	18

94

SEPTEMBER

	SUN	MON	TUE	WED	THUR	FRI	SAT
					1 3	2 6	3 3
	4 6	5 2	6 4	7 0	8 1	9 5	10 2
	11 4	12 1	13 3	14 0	15 3	16 2	17 4
	18 2	19 5	29 2	21 3	22 4	23 4	24 6
	25 4	26 0	27 1	28 3	29 0	30 5	
TOTAL	16	8	10	6	11	22	15

88

OCTOBER

	SUN	MON	TUE	WED	THUR	FRI	SAT
							1 5
	2 4	3 1	4 0	5 5	6 2	7 3	8 6
	9 3	10 3	11 1	12 1	13 1	14 6	15 3
	16 8	17 4	18 2	19 2	20 4	21 4	22 2
	23 6	24 2	25 4	26 1	27 3	28 0	29 5
	30 6	31 5					
TOTAL	27	15	7	9	10	13	21

102

NOVEMBER

	SUN	MON	TUE	WED	THUR	FRI	SAT
			1 4	2 2	3 3	4 1	5 8
	6 4	7 3	8 3	9 0	10 2	11 2	12 5
	13 5	14 0	15 1	16 0	17 3	18 5	19 6
	20 2	21 2	22 2	23 10	24 2	25 11	26 2
	27 3	28 4	29 1	30 5			
TOTAL	14	9	11	17	10	19	21

101

DECEMBER

	SUN	MON	TUE	WED	THUR	FRI	SAT
					1 3	2 2	3 3
	4 4	5 6	6 2	7 3	8 4	9 3	10 5
	11 4	12 1	13 2	14 1	15 1	16 1	17 3
	18 2	19 0	20 0	21 1	22 1	23 3	24 1
	25 1	26 2	27 1	28 0	29 2	30 2	31 7
TOTAL	11	9	5	5	11	11	19

71

C. Location

No area of South Carolina was immune from traffic accidents during 1988. Every county experienced the tragedy of at least two traffic fatalities during the year; the four largest counties each had more than 50 persons killed. A variety of factors influence where traffic accidents occur. Differences in the volume of traffic on a particular highway, weather variations, travel patterns and many other factors contribute to the frequency of traffic accidents on a given route. On the following pages, statistics are presented which indicate observable differences in the occurrence of traffic accidents with relation to various location categories. Some of the important observations in the data are as follows:

- The most traffic accidents occurred in Charleston County with 13,334. The most fatal accidents were in Spartanburg County with 69.

- A total of 46,473 accidents were investigated by the South Carolina Highway Patrol. This represents 39.5% of the total.

- More accidents occurred on secondary routes than on any other type of roadway. These routes accounted for 33.7% of all reported traffic accidents.

- The percentage of fatal accidents occurring on secondary routes was even greater with 37% of the total. The 337 fatal accidents occurring on the secondary routes was 37 more than the interstate and US primary totals combined.

- A total of 6,036 accidents occurred on the interstates. This was less than 1/6 the total occurring on the secondary routes. Fifty-two (52) of these traffic accidents involved fatalities. This was also less than 1/6 of those occurring on the secondary routes.

- A total of 42% of all reported accidents occurred at a "nonjunction" location in 1988. Exactly half of the 910 fatal accidents occurred at a "nonjunction". (See definitions page for a definition of "nonjunction".)

SOUTH CAROLINA TRAFFIC ACCIDENT DEATHS
BY HIGHWAY DISTRICT
1987 VS. 1988

DISTRICT #1

COUNTY	DEATHS	
	1987	1988
Aiken	34	41
Kershaw	16	12
Lee	4	9
Lexington	38	48
Richland	70	53
Sumter	30	16
Total	**192**	**179**

DISTRICT #2

COUNTY	DEATHS	
	1987	1988
Abbeville	8	5
Edgefield	8	14
Greenwood	13	17
Laurens	15	16
McCormick	3	2
Newberry	8	15
Saluda	9	7
Total	**64**	**76**

DISTRICT #3

COUNTY	DEATHS	
	1987	1988
Anderson	56	42
Greenville	87	66
Oconee	25	13
Pickens	18	20
Spartanburg	52	73
Total	**238**	**214**

DISTRICT #4

COUNTY	1987	1988
Cherokee	22	10
Chester	12	12
Chesterfield	16	11
Fairfield	13	16
Lancaster	17	25
Union	11	5
York	43	40
Total	**134**	**119**

DISTRICT #5

COUNTY	1987	1988
Darlington	23	23
Dillon	19	8
Florence	38	37
Georgetown	27	21
Horry	61	54
Marion	18	16
Marlboro	11	17
Williamsburg	29	22
Total	**226**	**198**

DISTRICT #6

COUNTY	1987	1988
Beaufort	17	20
Berkeley	27	42
Charleston	61	55
Colleton	18	19
Dorchester	25	19
Jasper	17	10
Total	**165**	**165**

DISTRICT #7

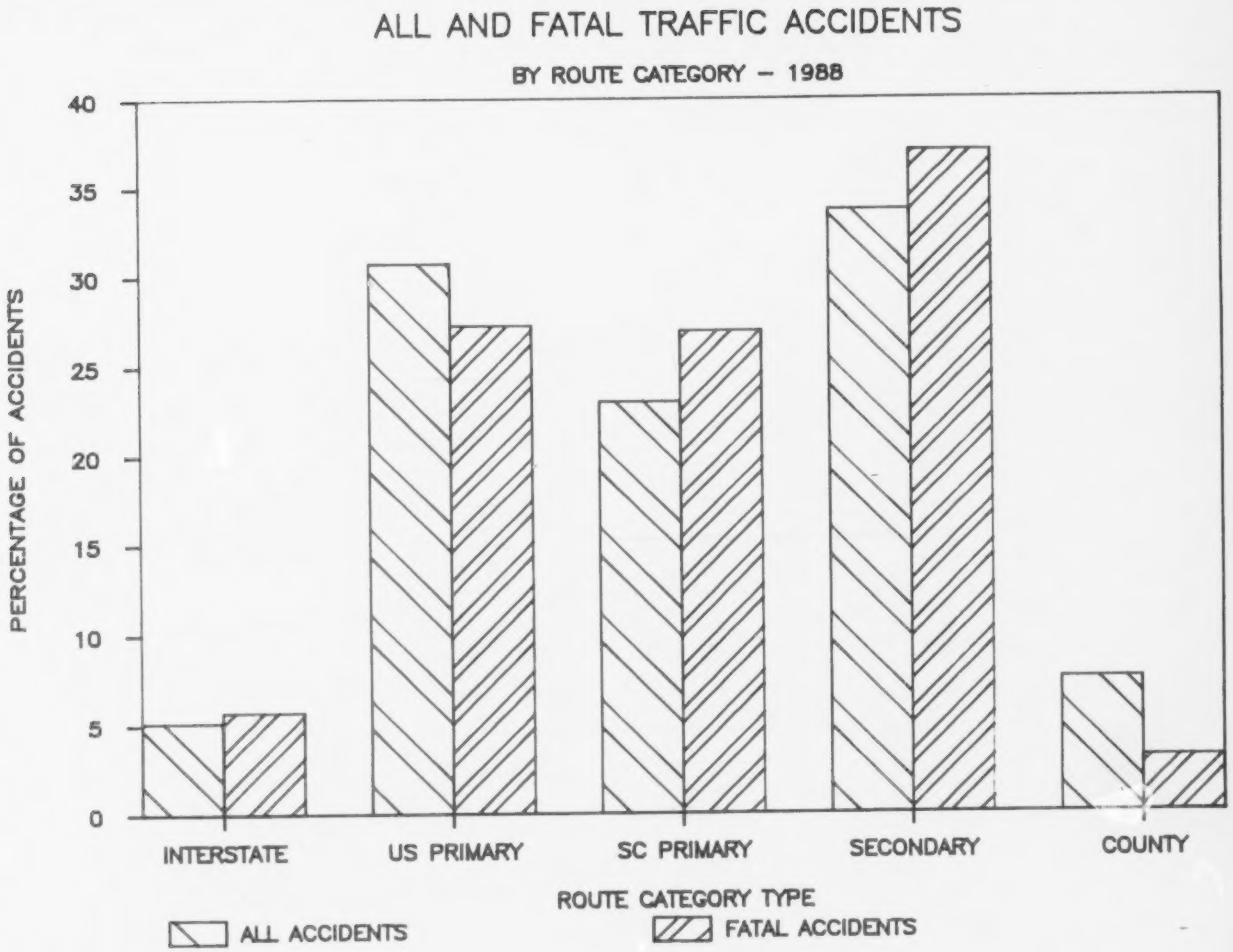
COUNTY	1987	1988
Allendale	1	9
Bamberg	7	7
Barnwell	4	8
Calhoun	9	7
Clarendon	14	11
Hampton	5	6
Orangeburg	28	34
Total	**68**	**82**

STATE TOTALS

DISTRICT	1987	1988
District #1	192	179
District #2	64	76
District #3	238	214
District #4	134	119
District #5	226	198
District #6	165	165
District #7	68	82
Total	**1087**	**1033**

SOUTH CAROLINA
MOTOR VEHICLE TRAFFIC ACCIDENTS BY COUNTY
1988

	NUMBER OF ACCIDENTS				PERSONS	
COUNTY	FATAL	INJURY	PROPERTY DAMAGE	TOTAL	TOTAL INJURED	TOTAL KILLED
Abbeville	4	115	341	460	164	5
Aiken	32	1008	2622	3662	1631	41
Allendale	5	91	182	278	179	9
Anderson	40	1259	3350	4649	2011	42
Bamberg	5	94	268	367	154	7
Barnwell	5	98	267	370	164	8
Beaufort	19	534	1935	2488	831	20
Berkeley	35	789	2168	2992	1217	42
Calhoun	4	103	255	362	178	7
Charleston	51	3624	9659	13334	5673	55
Cherokee	9	423	964	1396	714	10
Chester	12	328	611	951	552	12
Chesterfield	11	320	517	848	590	11
Clarendon	8	203	536	747	321	11
Colleton	16	288	1164	1468	546	19
Darlington	22	622	1125	1769	1066	23
Dillon	8	402	792	1202	723	8
Dorchester	15	492	1642	2149	758	19
Edgefield	12	134	325	471	203	14
Fairfield	16	217	539	772	425	16
Florence	33	1142	2510	3685	1905	37
Georgetown	17	415	1009	1441	687	21
Greenville	64	2854	9849	12767	4469	66
Greenwood	16	617	1299	1932	990	17
Hampton	6	107	363	476	195	6
Horry	49	1865	4750	6664	3181	54
Jasper	8	121	567	696	193	10
Kershaw	10	296	1002	1308	476	12
Lancaster	20	536	1153	1709	888	25
Laurens	15	426	1141	1582	693	16
Lee	8	163	254	425	275	9
Lexington	45	1315	4134	5494	2163	48
McCormick	2	71	178	251	106	2
Marion	10	304	808	1122	593	16
Marlboro	13	251	419	683	475	17
Newberry	14	248	734	996	457	15
Oconee	12	411	1111	1534	630	13
Orangeburg	26	718	1989	2733	1150	34
Pickens	18	673	1747	2438	1046	20
Richland	47	2783	9423	12253	4351	53
Saluda	7	119	264	390	188	7
Spartanburg	69	2099	5684	7852	3519	73
Sumter	16	662	1975	2653	1067	16
Union	4	230	547	781	373	5
Williamsburg	17	346	577	940	612	22
York	35	1149	2999	4183	1933	40
Total	910	31065	85748	117723	50713	1033



A total of 39,682 traffic accidents were reported on Secondary routes during 1988. This was the most of the five route category classifications, and accounted for 33.7% of all reported accidents. The second leading category was the U.S. Primary routes. These accounted for 36,146 (30.7%) of the reported total. The fewest reported accidents were on the Interstate highways. A total of 6,036 accidents were reported on these routes. This is less than 1/6 the number of accidents reported on the Secondary routes, and accounts for 5.1% of all reported accidents.

The proportion of fatal accidents occurring on the secondary routes is even higher than for all accidents. The 337 fatal accidents which occurred on these routes accounted for 37.0% of the total of 910. On the U.S. and S.C. primary routes, 248 and 245 fatal accidents respectively were reported during 1988. The fewest fatal accidents occurred on the county routes with 28 (3.1%). A total of 52 (5.7%) fatal accidents occurred on the Interstates. This was less than 1/6 the total reported for the Secondary routes.

MOTOR VEHICLE TRAFFIC ACCIDENTS INVESTIGATED BY JURISDICTION
1988

	ACCIDENTS				PERSONS	
JURISDICTION	FATAL	INJURY	PDO	TOTAL	KILLED	INJURED
S.C. HWY PATROL DIST. 1	140	3367	11173	14680	160	5427
S.C. HWY PATROL DIST. 2	62	1072	2642	3776	67	1671
S.C. HWY PATROL DIST. 3	171	3891	12970	17032	179	6178
S.C. HWY PATROL DIST. 4	91	1998	4346	6435	102	3396
S.C. HWY PATROL DIST. 5	145	3078	6656	9879	172	5306
S.C. HWY PATROL DIST. 6	96	1546	6150	7792	112	2431
S.C. HWY PATROL DIST. 7	55	844	2542	3441	78	1355
ABBEVILLE CO. SHERIFF	0	6	12	18	0	8
ABBEVILLE POLICE DEPT.	0	43	114	157	0	63
AIKEN CO. SHERIFF	0	59	133	192	0	90
AIKEN POLICE DEPT.	2	241	532	775	2	395
ALLENDALE CO. SHERIFF	0	1	9	10	0	2
ALLENDALE POLICE DEPT.	1	24	57	82	1	50
ANDERSON CO. SHERIFF	0	1	15	16	0	1
ANDERSON POLICE DEPT.	0	374	751	1125	0	632
ANDREWS POLICE DEPT.	0	39	56	95	0	68
ATLANTIC BEACH POLICE	2	9	22	33	2	14
AYNOR POLICE DEPT.	0	10	21	31	0	19
BAMBERG CO. SHERIFF	0	5	5	10	0	7
BAMBERG POLICE DEPT.	1	22	65	88	1	30
BARNWELL CO. SHERIFF	0	0	5	5	0	0
BARNWELL POLICE DEPT.	1	42	90	133	1	70
BATESBURG POLICE DEPT.	0	46	93	139	0	77
BEAUFORT CO. SHERIFF	1	121	439	561	1	181
BEAUFORT POLICE DEPT.	0	100	369	469	0	156
BELTON POLICE DEPT.	0	45	63	108	0	68
BENNETTSVILLE POLICE DEPT.	0	78	117	195	0	188
BERKELEY CO. SHERIFF	0	2	5	7	0	2
BETHUME POLICE DEPT.	0	2	16	18	0	2
BISHOPVILLE POLICE DEPT.	1	27	43	71	1	43
BLACKSBURG POLICE DEPT.	0	8	34	42	0	24
BLACKVILLE POLICE DEPT.	0	13	18	31	0	23
BLUFFTON POLICE DEPT.	0	6	2	8	0	10
BONNEAU POLICE DEPT.	0	7	9	16	0	10
BOWMAN POLICE DEPT.	0	3	4	7	0	7
BRANCHVILLE POLICE DEPT	0	2	8	10	0	5
BRUNSON POLICE DEPT.	0	0	8	8	0	0
CALHOUN CO. SHERIFF	0	2	1	3	0	2
CALHOUN FALLS POLICE DEPT.	0	5	28	33	0	9
CAMDEN POLICE DEPT.	0	79	173	252	0	134
CAMPOBELLO POLICE DEPT.	0	0	4	4	0	0
CAPITOL COMPLEX POLICE	0	1	2	3	0	1
CAYCE POLICE DEPT.	1	142	300	443	1	248
CENTRAL POLICE DEPT.	1	14	33	48	1	20
CHAPIN POLICE DEPT.	0	4	7	11	0	4
CHAPPELS POLICE DEPT.	0	1	1	2	0	1
CHARLESTON COUNTY POLICE	23	1154	2360	3437	26	1870
CHARLESTON POLICE DEPT.	5	994	3044	4043	5	1538
CHERAW POLICE DEPT.	1	56	102	159	1	113
CHESNEE POLICE DEPT.	1	13	46	60	1	19
CHESTER CO. SHERIFF	0	0	1	1	0	0
CHESTER POLICE DEPT.	1	61	108	170	1	91
CHESTERFIELD CO. SHERIFF	0	0	1	1	0	0
CHESTERFIELD POLICE DEPT.	0	22	27	49	0	45
CITY VIEW POLICE DEPT.	0	0	1	1	0	0
CLARENDON CO. SHERIFF	0	5	9	14	0	11
CLEMSON POLICE DEPT.	1	80	204	285	1	129
CLEMSON UNIVERSITY POLICE	0	30	85	115	0	43
CLINTON POLICE DEPT.	0	62	119	181	0	99
CLIO POLICE DEPT.	0	0	1	1	0	0
CLOVER POLICE DEPT.	0	16	58	74	0	23
COLLETON CO. SHERIFF	0	1	3	4	0	1
COLUMBIA AIRPORT POLICE	0	4	7	11	0	6
COLUMBIA POLICE DEPT.	8	1421	4463	5892	9	2216
CONWAY POLICE DEPT.	1	143	397	541	1	239
COWPENS POLICE DEPT.	0	24	18	42	0	39
CROSS HILL POLIC DEPT.	0	3	4	7	0	4
DARLINGTON CO. SHERIFF	0	1	4	5	0	1
DARLINGTON POLICE DEPT.	0	71	146	217	0	115
DENMARK POLICE DEPT.	0	23	39	62	0	55
DEPT. MENTAL HEALTH POLICE	0	0	3	3	0	0
DILLON CO. SHERIFF	0	0	2	2	0	0
DILLON POLICE DEPT.	0	110	230	340	0	188
DONALDS POLICE DEPT.	0	0	1	1	0	0
DORCHESTER CO. SHERIFF	0	1	1	2	0	1
DUE WEST POLICE DEPT.	0	3	7	10	0	4
DUNCAN POLICE DEPT.	0	4	10	14	0	6
EASLEY POLICE DEPT.	1	173	460	634	1	273
EASTOVER POLICE DEPT.	0	1	9	10	0	5
EDGEFIELD CO. SHERIFF	0	1	6	7	0	4
EDGEFIELD POLICE DEPT.	0	11	49	60	0	15
EDISTO BEACH POLICE DEPT.	0	10	6	16	0	22
EHRHARDT POLICE DEPT.	0	1	0	1	0	1
ELGIN POLICE DEPT.	0	0	2	2	0	0
ELLOREE POLICE DEPT.	0	0	4	4	0	0
ESTILL POLICE DEPT.	0	17	20	37	0	27
EUTAWVILLE POLICE DEPT.	0	1	3	4	0	1
FAIRFAX POLICE DEPT.	0	13	15	28	0	26
FLORENCE CO. SHERIFF	0	0	8	8	0	0
FLORENCE POLICE DEPT.	5	399	967	1371	5	653
FOLLY BEACH POLICE DEPT.	1	9	18	28	1	15
FOREST ACRES POLICE DEPT.	2	70	253	325	2	106
FORT LAWN POLICE DEPT.	0	1	1	2	0	1
FORT MILL POLICE DEPT.	0	38	91	129	0	69
FOUNTAIN INN POLICE DEPT.	0	38	86	124	0	58
FRANCES MARION COLLEGE	0	1	1	0	0	1
FURMAN UNIV. POLICE DEPT.	0	0	1	1	0	0
GAFFNEY POLICE DEPT.	5	150	330	485	6	250
GASTON POLICE DEPT.	0	1	1	2	0	1
GEORGETOWN CO. SHERIFF	0	12	34	46	0	20
GEORGETOWN POLICE DEPT.	1	130	375	506	1	208
GOOSE CREEK POLICE DEPT.	1	103	350	454	2	148
GRAY COURT POLICE DEPT.	1	2	12	15	1	8
GREAT FALLS POLICE DEPT.	1	28	29	58	1	48
GREELEYVILLE POLICE DEPT.	0	0	4	4	0	0
GREENVILLE CO. SHERIFF	0	6	16	22	0	10
GREENVILLE POLICE DEPT.	9	1013	3371	4393	9	1546
GREENWOOD CO. SHERIFF	0	0	1	1	0	0
GREENWOOD POLICE DEPT.	2	233	549	784	2	384
GREER POICE DEPT.	0	178	350	528	0	299
HAMPTON CO. SHERIFF	0	2	2	4	0	2
HAMPTON POLICE DEPT.	0	30	62	92	0	55
HANAHAN POLICE DEPT.	0	68	145	213	0	91
HARDEEVILLE POLICE DEPT.	1	15	36	52	1	23
HARLEYVILLE POLICE DEPT.	0	3	3	6	0	3
HARTSVILLE POLICE DEPT.	0	95	302	397	0	156
HEATH SPRINGS POLICE DEPT.	0	0	10	10	0	0
HEMINGWAY POLICE DEPT.	0	14	38	52	0	20
HERITAGE USA POLICE DEPT.	0	0	1	1	0	0
HILTON HEAD PLANT. SECUR.	0	1	1	2	0	2
HODGES POLICE DEPT.	0	0	1	1	0	0
HOLLY HILL POLICE DEPT.	0	9	38	47	0	13
HONEA PATH POLICE DEPT.	0	28	66	94	0	34
HORRY CO. POLICE DEPT.	0	1	5	6	0	3
HORRY CO. SHERIFF	0	5	2	7	0	11
INMAN POLICE DEPT.	0	11	28	39	0	20
IRMO POLICE DEPT.	0	28	137	165	0	43
ISLE OF PALMS POLICE DEPT.	0	13	44	57	0	18
IVA POLICE DEPT.	0	11	21	32	0	18
JACKSON POLICE DEPT.	1	4	21	26	1	6
JAMESTOWN POLICE DEPT.	0	2	2	4	0	0
JEFFERSON POLICE DEPT.	0	1	12	13	0	1
JOHNSONVILLE POLICE DEPT.	1	8	21	30	1	11

MOTOR VEHICLE TRAFFIC ACCIDENTS INVESTIGATED BY JURISDICTION
1988

	ACCIDENTS				PERSONS	
JURISDICTION	FATAL	INJURY	PDO	TOTAL	KILLED	INJURED
JOHNSTON POLICE DEPT.	0	5	39	44	0	11
JONESVILLE POLICE DEPT.	0	5	11	16	0	7
KERSHAW CO. SHERIFF	0	2	3	5	0	2
KERSHAW POLICE DEPT.	1	19	31	51	1	28
KINGSTREE POLICE DEPT.	0	55	95	150	0	105
LAKE CITY POLICE DEPT.	2	77	173	252	3	149
LAKEVIEW POLICE DEPT.	0	5	12	17	0	7
LAMAR POLICE DEPT.	0	8	9	17	0	12
LANCASTER CO. SHERIFF	0	0	1	1	0	0
LANCASTER POLICE DEPT.	1	131	326	458	1	225
LANDRUM POLICE DEPT.	1	8	33	42	1	13
LATTA POLICE DEPT.	0	20	30	50	0	38
LAURENS CO. POLICE	0	1	2	3	0	4
LAURENS POLICE DEPT.	1	111	275	387	1	195
LEE CO. SHERIFF	0	2	0	2	0	3
LEESVILLE POLICE DEPT.	1	4	28	33	1	9
LEXINGTON CO. SHERIFF	0	17	26	43	0	32
LEXINGTON POLICE DEPT.	0	49	194	243	0	81
LIBERTY POLICE DEPT.	0	26	56	82	0	37
LINCOLNVILLE POLICE DEPT.	0	0	3	3	0	0
LITTLE MOUNTAIN POLICE	0	0	1	1	0	0
LORIS POLICE DEPT.	0	24	48	72	0	35
LYMAN POLICE DEPT.	0	16	32	48	0	24
LYNCHBURG POLICE DEPT.	0	1	2	3	0	5
MANNING POLICE DEPT.	0	35	96	131	0	41
MARION CO. SHERIFF	0	0	1	1	0	0
MARION POLICE DEPT.	0	61	170	231	0	116
MAULDIN POLICE DEPT.	0	80	233	313	0	126
MAYESVILLE POLICE DEPT.	0	0	3	3	0	0
McBEE POLICE DEPT.	0	3	11	14	0	3
MCCOLL POLICE DEPT.	0	15	17	32	0	29
MCCORMICK POLICE DEPT.	0	12	50	62	0	19
MEDICAL UNIV. POLICE	0	1	3	4	0	4
MONCKS CORNER POLICE	0	88	163	251	0	147
MT. PLEASANT POLICE DEPT.	3	239	612	854	4	374
MULLINS POLICE DEPT.	3	47	137	187	4	99
MYRTLE BEACH POLICE DEPT.	6	528	1217	1751	8	919
NEW ELLENTON POLICE DEPT.	0	9	22	31	0	13
NEWBERRY CO. SHERIFF	0	0	1	1	0	0
NEWBERRY POLICE DEPT.	1	94	208	303	1	179
NICHOLS POLICE DEPT.	0	2	8	10	0	2
NINETY SIX POLICE DEPT.	0	5	24	29	0	11
NORRIS POLICE DEPT.	0	0	1	1	0	0
NORTH AUGUSTA POLICE DEPT.	1	138	423	562	1	213
NORTH CHARLESTON POLICE	12	1006	2550	3568	13	1542
NORTH MYRTLE BEACH POLICE	2	233	485	720	2	398
NORTH POLICE DEPT.	1	5	6	12	1	11
OCONEE CO. SHERIFF	0	0	1	1	0	0
OLANTA POLICE DEPT.	0	1	7	8	0	2
OLAR POLICE DEPT.	0	0	1	1	0	0
ORANGEBURG CO. SHERIFF	0	0	1	1	0	0
ORANGEBURG POLICE DEPT.	2	236	581	819	3	403
PACOLET MILLS POLICE DEPT.	1	2	4	7	1	5
PACOLET POLICE DEPT.	0	11	25	36	0	16
PAGELAND POLICE DEPT.	0	17	60	77	0	27
PAMPLICO POLICE DEPT.	0	2	3	5	0	2
PATRICK POLICE DEPT.	0	0	1	1	0	0
PELION POLICE DEPT.	0	0	3	3	0	0
PELZER POLICE DEPT.	0	0	1	1	0	0
PENDLETON POLICE DEPT.	2	25	45	72	2	40
PICKENS COUTY SHERIFF	0	2	9	11	0	2
PICKENS POLICE DEPT.	0	38	113	151	0	56
PIEDMONT POLICE DEPT.	0	0	1	1	0	0
PINE RIDGE POLICE DEPT.	0	2	11	13	0	4
PINEWOOD POLICE DEPT.	0	2	3	5	0	2
PORT ROYAL POLICE DEPT.	0	18	61	79	0	32
PROSPERITY POLICE DEPT.	0	5	14	19	0	8
QUINBY POLICE DEPT.	0	0	2	2	0	0
RICHLAND CO. SHERIFF	0	4	9	13	0	5
RIDGE SPRING POLICE DEPT.	0	5	8	13	0	7
RIDGELAND POLICE DEPT.	0	10	35	45	0	22
RIDGEWAY POLICE DEPT.	0	3	5	8	0	7
ROCK HILL POLICE DEPT.	1	479	1289	1769	1	817
S.C. STATE COLLEGE POLICE	0	0	1	1	0	0
SALEM POLICE DEPT.	0	2	4	6	0	3
SALLEY POLICE DEPT.	0	0	5	5	0	0
SALUDA CO. SHERIFF	0	1	0	1	0	2
SALUDA POLICE DEPT.	1	31	72	104	1	53
SANTEE POLICE DEPT.	0	9	11	20	0	15
SCRANTON POLICE DEPT.	0	3	8	11	0	6
SEA PINES SECURITY	0	0	1	1	0	0
SENECA POLICE DEPT.	0	79	249	328	0	136
SILVERSTREET POLICE DEPT.	0	0	1	1	0	0
SIMPSONVILLE POLICE DEPT.	1	92	163	256	1	144
SOCIETY HILL POLICE DEPT.	0	2	7	9	0	4
SOUTH CONGAREE POLICE DEPT.	0	22	29	51	0	29
SPARTANBURG CO. SHERIFF	0	10	11	21	0	15
SPARTANBURG POLICE DEPT.	9	814	1644	2467	10	1425
SPRINGDALE POLICE DEPT.	0	20	65	85	0	33
SPRINGFIELD POLICE DEPT.	0	1	6	7	0	2
ST. GEORGE POLICE DEPT.	1	23	37	61	1	36
ST. MATTHEWS POLICE DEPT.	0	8	31	39	0	15
ST. STEPHENS POLICE DEPT.	0	19	29	48	0	34
STUCKEY POLICE DEPT.	0	0	1	1	0	0
SULLIVANS ISLAND POLICE	0	16	60	76	0	22
SUMMERTON POLICE DEPT.	0	10	10	20	0	15
SUMMERVILLE POLICE DEPT.	0	169	419	588	0	281
SUMTER CO. SHERIFF	0	1	2	3	0	2
SUMTER POLICE DEPT.	2	284	859	1145	2	446
SURFSIDE BEACH POLICE	0	46	142	188	0	69
SWANSEA POLICE DEPT.	0	11	22	33	0	28
TEGA CAY POLICE DEPT.	0	5	7	12	0	10
TIMMONSVILLE POLICE DEPT.	1	11	29	41	1	15
TRAVELERS REST POLICE DEPT.	0	33	85	118	0	53
TRENTON POLICE DEPT.	0	0	2	2	0	0
UNION POLICE DEPT.	0	72	218	290	0	128
USC/COASTAL POLICE DEPT.	0	2	3	5	0	7
USC/COLUMBIA POLICE DEPT.	0	0	0	2	0	0
USC/SPARTANBURG POLICE	0	5	7	12	0	7
VANCE POLICE DEPT.	0	2	1	3	0	2
VARNVILLE POLICE DEPT.	0	5	20	25	0	10
WAGENER POLICE DEPT.	0	10	23	33	0	13
WALHALLA POLICE DEPT.	1	32	107	140	1	44
WALTERBORO POLICE DEPT.	0	108	270	378	0	200
WARE SHOALS POLICE DEPT.	0	9	38	47	0	11
WELLFORD POLICE DEPT.	2	9	13	24	2	17
WEST COLUMBIA POLICE DEPT.	1	196	401	598	1	332
WEST PELZER POLICE DEPT.	0	0	2	2	0	0
WEST UNION POLICE DEPT.	0	1	5	6	0	2
WESTMINISTER POLICE DEPT.	0	25	87	112	0	39
WHITMIRE POLICE DEPT.	1	5	18	24	1	8
WHITTEN CENTER SECURITY	0	1	1	2	0	1
WILLIAMSBURG CO. SHERIFF	0	0	3	3	0	0
WILLIAMSTON POLICE DEPT.	0	20	62	82	0	28
WILLISTON POLICE DEPT.	0	8	31	39	0	13
WINNSBORO POLICE DEPT.	1	27	65	93	1	59
WOODRUFF POLICE DEPT.	0	17	55	72	0	22
YEMASSEE POLICE DEPT.	0	6	15	21	0	18
YORK CO. SHERIFF	0	1	2	3	0	1
YORK POLICE DEPT.	3	62	142	207	3	111
YORK TECHNICAL COLLEGE	0	0	1	1	0	0
TOTAL	**910**	**31065**	**85748**	**117723**	**1033**	**50713**

TRAFFIC ACCIDENTS BY HARMFUL EVENT LOCATION - 1988

	TYPE ACCIDENT				PERSONS	
ON TRAFFICWAY	Fatal	Injury	PDO	Total	Killed	Injured
ON ROADWAY						
AT INTERSECTION	153	11,322	27,284	38,759	174	20,242
AT INTERSECTION IN CROSSWALK	0	179	543	722	0	278
NONJUNCTION	405	11,395	38,746	50,546	474	18,342
NONJUNCTION IN CROSSWALK	0	49	145	194	0	72
ON ISLAND	2	42	177	221	2	59
ON ISLAND CROSSWALK	0	6	12	18	0	9
INTERCHANGE RAMP	0	146	663	809	0	203
OTHER	25	1,378	4,622	6,025	28	2,159
OFF ROADWAY						
MEDIAN	12	248	705	965	13	373
ISLAND	1	29	81	111	1	38
SHOULDER LEFT	61	1,129	1,925	3,115	65	1,538
SHOULDER RIGHT	80	1,596	3,519	5,195	95	2,396
DRIVEWAY ACCESS	9	310	1,114	1,433	9	486
DRIVEWAY ACCESS IN CROSSWALK	0	18	36	54	0	20
ROADSIDE, LEFT	65	993	1,560	2,618	68	1,371
ROADSIDE, RIGHT	63	1,284	2,575	3,922	67	1,746
SIDEWALK, LEFT	2	36	79	117	2	53
SIDEWALK, RIGHT	0	91	182	273	0	116
OTHER	7	307	765	1,079	8	510
OFF TRAFFICWAY						
OUTSIDE TRAFFICWAY, LEFT	14	224	382	620	15	287
OUTSIDE TRAFFICWAY, RIGHT	11	246	517	774	12	351
NOT STATED	0	37	116	153	0	64
TOTALS	**910**	**31,065**	**85,748**	**117,723**	**1,033**	**50,713**

The leading Harmful Event Location, by a wide margin, for both fatal and non-fatal accidents was On Roadway - Nonjunction. These are accidents which occur on the roadway at any location besides an intersection. Exactly half of the fatal accidents and just under half of the property damage only accidents occurred at a Nonjunction. The second leading Harmful Event Location was at an Intersection. Nearly 1/3 of the property damage accidents happened at an intersection. A smaller percentage of the fatal accidents (16.8%) were at an intersection. A much larger proportion of fatal accidents occurred off the roadway. Off-Roadway and Off-Trafficway accidents accounted for 35.7% of all accidents involving fatalities, compared to only 15.7% of the property damage only accidents.

MOTOR VEHICLE ACCIDENTS OCCURRING IN CONSTRUCTION WORK AREAS
1986 - 1988

YEAR	HIGHWAY CLASSIFICATION	TOTAL ACCIDENTS	PERSONS KILLED	PERSONS INJURED
1986	Interstate	309	0	46
	U.S. Primary	287	2	78
	S.C. Primary	152	2	35
	Secondary	234	2	48
	County	49	0	15
	Other Public	3	0	0
	1986 Total	**1034**	**6**	**222**
1987	Interstate	361	2	99
	U.S. Primary	305	4	77
	S.C. Primary	193	1	41
	Secondary	180	1	35
	County	42	0	9
	Other Public	5	0	2
	1987 Total	**1086**	**8**	**263**
1988	Interstate	230	0	49
	U.S. Primary	249	3	139
	S.C. Primary	185	1	58
	Secondary	180	1	74
	County	37	0	9
	Other Public	1	0	0
	1988 Total	**891**	**5**	**329**

The number of accidents occurring in construction work areas declined in 1988 by 195 to 891. This represents an 18% reduction from 1987. For the three years 1986 through 1988, a total of 3,011 accidents occurred. This represents 0.9% of all traffic accidents during this three year period. A total of 19 persons were killed in these accidents, five in 1988. This represents 0.6% of all traffic fatalities during the three year period and 0.5% for 1988.

D. Environment

The environment in which motorists operate their vehicles can contribute to the occurrence of traffic accidents. Environment here is defined as the combination of external or extrinsic physical conditions that affect and influence the operation of a motor vehicle. These include, surface, weather, light conditions, traffic control, road character and road defect. In addition to these six environmental factors, the "locale" through which the roadway passes may also impact the motoring environment. These locale factors are as follows:

Locale	Accidents #	Accidents %
Open Country	39,868	33.8
Residential	25,610	21.8
Shopping or Business	48,261	41.0
Manufacturing/Industrial	1,573	1.3
School or Playground	1,875	1.6
Hospital	419	0.4
Not Stated	117	0.1
TOTAL	**117,723**	**100.0**

One or more of the environmental factors can be the primary cause of an accident or may be a contributing factor in a given accident. Weather, light and surface conditions are substantially beyond the control of engineering or law enforcement efforts. The other three factors are a function of the resources applied to highway construction. Over time, traffic control, road character and road defect factors have improved on the state's highways. This is reflected in reduced accidents and fatalities per 100 million miles of vehicle travel.

As reflected in the statistics on the next three pages, most accidents occur under the most favorable environmental conditions: dry roadway (77.4%), clear weather (74.8%), daylight (70.2%), straight-level roadway (70.9%), no road defect (97.5%) and no traffic control device (62.3%).

For fatal accidents, the percentages of accidents which occurred under the most favorable surface, weather and defect conditions was even higher. For the light and road character factors, fatal accidents occurred at higher percentages under less than favorable conditions than for all accidents. The percentage of fatal accidents occurring under the most favorable environmental conditions are as as follows: dry roadway (84.7%), clear weather (79.8%), daylight (42.5%), straight-level roadway (54.6%), no road defect (98.5%) and no traffic control (75.6%).

As indicated in the section Cause and Effect, environmental factors were the probable cause in 5.75% of all accidents. In other accidents, the environment may have been a contributing factor to the accident. Efforts to improve those environmental factors which can be controlled (especially traffic control, road character and road defect) should help to reduce the frequency of accidents in South Carolina.

ENVIRONMENTAL CONDITIONS - ALL AND FATAL ACCIDENTS

1988

SURFACE CONDITIONS

	ALL ACCIDENTS		FATAL ACCIDENTS	
SURFACE CONDITIONS	#	%*	#	%*
Dry	91,121	77.4	771	84.7
Wet	22,105	18.8	127	14.0
Icy	3,637	3.1	10	1.1
Slushy	166	0.2	1	0.1
Snowy	363	0.3	0	0.0
Muddy	58	0.0	0	0.0
Debris	46	0.0	0	0.0
Other	227	0.2	1	0.1
Total	**117,723**	**100.0**	**910**	**100.0**

More than 3 out of 4 of all traffic accidents occurred on dry pavement. An even greater proportion (more than 5 out of 6) of the fatal accidents occurred on dry pavement. Slightly more than 3 percent of all accidents occurred on icy pavement.

WEATHER CONDITIONS

	ALL ACCIDENTS		FATAL ACCIDENTS	
WEATHER CONDITIONS	#	%*	#	%*
Fog, Smoke, Smog	1,556	1.3	21	2.3
Hail	72	0.0	0	0.0
High Wind	131	0.1	1	0.1
Clear	88,030	74.8	726	79.8
Cloudy	10,392	8.8	72	7.9
Rain	15,873	13.5	87	9.6
Snow, Sleet	1,539	1.3	1	0.1
Other	130	0.1	2	0.2
Total	**117,723**	**100.0**	**910**	**100.0**

Nearly 5 out of 6 accidents occurred in clear or cloudy weather conditions. Fewer than 1 in 7 occurred in rainy weather. Traffic accidents in all other weather conditions accounted for less than 1 in 35 traffic accidents. The percentage of fatal accidents occurring in clear or cloudy weather is even higher, accounting for more than 6 out of 7 accidents involving fatalities. Fatal accidents in rainy weather accounted for slightly less than 1 out of every 10.

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* Percentages are rounded and may total equal 100.

ENVIRONMENTAL CONDITIONS - ALL AND FATAL ACCIDENTS

1988

LIGHT CONDITIONS

	ALL ACCIDENTS		FATAL ACCIDENTS	
LIGHT CONDITION	#	%*	#	%*
Daylight	82,602	70.2	387	42.5
Dawn	1,339	1.1	18	2.0
Dusk	2,802	2.4	20	2.2
Dark (Lighting Unspecified)	3,632	3.1	49	5.4
Dark (Street Lamps Lit)	10,244	8.7	70	7.7
Dark (Street Lamps not Lit)	743	0.6	10	1.1
Dark (No Lights)	16,335	13.9	356	39.1
Total	**117,723**	**100.0**	**910**	**100.0**

More than 2 out of 3 traffic accidents occurred in daylight. This comes in spite of the poorer visibility conditions associated with dawn, dusk or darkness. For fatal accidents, the percentage occurring in daylight falls sharply to 42.5%. Only 13.9% of all accidents occur in dark lighting conditions with no street lamps. However, for fatal accidents the proportion occurring in darkness increases nearly three times to 39.1%.

TRAFFIC CONTROLS

	ALL ACCIDENTS		FATAL ACCIDENTS	
TRAFFIC CONTROLS	#	%*	#	%*
Stop Sign	17,301	14.7	103	11.3
Stop Signal	18,234	15.5	33	3.6
Yield Sign	2,032	1.7	7	0.8
Officer/Flagman	310	0.3	0	0.0
RR Gates/Lights	83	0.0	2	0.2
RR Lights	87	0.0	2	0.2
None	73,366	62.3	688	75.6
Other Sign	4,973	4.2	61	6.7
RR Crossbucks	70	0.0	3	0.3
Unknown	1,267	1.1	11	1.2
Total	**117,723**	**100.0**	**910**	**100.0**

Slightly less than 2/3 of all traffic accidents occur at locations that have no traffic control. This percentage is even higher in fatal accidents, where more than 3 in 4 accidents take place where there is no traffic control. Accidents occurring at locations marked by a stop sign accounted for about 1 out of 6 accidents, but less than 1 out 25 involved fatalities.

* Percentages are rounded and may total equal 100.

ENVIRONMENTAL CONDITIONS - ALL AND FATAL ACCIDENTS

1988

ROAD CHARACTER

ROAD CHARACTER	ALL ACCIDENTS #	% *	FATAL ACCIDENTS #	% *
Straight - Level	83,456	70.9	497	54.6
Straight - On Grade	18,068	15.3	113	12.4
Straight - Hillcrest	2,411	2.1	16	1.8
Curve - Level	8,459	7.2	188	20.7
Curve - On Grade	4,853	4.1	92	10.1
Curve - Hillcrest	414	0.4	4	0.4
Unknown	62	0.0	0	0.0
Total	**117,723**	**100.0**	**910**	**100.0**

More than 70 percent of all accidents occurred on straight and level roadways. This percentage fell to 54.6% in fatal accidents. The three "straight" categories combined accounted for 88.3% of all accidents but only 68.8% of the fatal accidents. The proportion of fatal accidents occurring on a curve (either level, on grade or on a hillcrest) was more than twice as great for fatal accidents (31.2%) as for non-fatal (11.7%).

ROAD DEFECT

ROAD DEFECT	ALL ACCIDENTS #	% *	FATAL ACCIDENTS #	% *
None	114,838	97.5	896	98.5
Shoulder Defect	370	0.3	2	0.2
Soft Shoulder	180	0.2	3	0.3
Low Shoulder	198	0.2	2	0.2
High Shoulder	79	0.0	0	0.0
Ruts, Holes, Bumps	500	0.4	0	0.0
Worn, Polished Surface	210	0.2	1	0.1
Construction/Maintenance	891	0.8	5	0.6
Other	457	0.4	1	0.1
Total	**117,723**	**100.0**	**910**	**100.0**

For all accidents occurring in 1988, only 2.5% were on a road with some type of road defect which contributed to the accident. The most common defect was the road under construction with 891. Road construction or maintenance was present in less than 1% of all accidents. An even higher percentage (98.5%) of fatal accidents occurred on roads with no defects contributing to the accident. Only 14 fatal accidents occurred on a defective road, 5 of these in a construction area.

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* Percentages are rounded and may total equal 100.

E. Vehicles

The consequences of a traffic accident are affected by the types of "units" (see definitions) which are involved. Collisions between a large unit, such as a truck tractor or train, and a smaller unit, such as an automobile or motorcycle, transmits a substantially greater force to the smaller vehicle, and hence to its occupants, than an accident between two vehicles of comparable size. This irrefutable law of physics probably accounts for the overrepresentation of certain "unit types" in fatal accidents during 1988. On the following pages, accidents involving different "unit types" are presented. Some of the key findings of this data are as follows:

- The most common unit involved in traffic accidents in 1988 was an automobile. Out of the 217,768 units involved in traffic accidents during the year, 165,971 were automobiles. This represents 76.2% of the total.
- For fatal accidents, a much smaller percentage of accidents involved automobiles. Of the 1,542 units involved in fatal accidents, 941 or 61% were automobiles. This represents 0.6% of all automobiles involved in traffic accidents in 1988.
- A total of 126 pedestrians were involved in fatal accidents in 1988 (Only 118 of these were killed, and 8 others were involved in an accident where another person was killed.) This represents 9.5% of the 1,330 pedestrians involved in all traffic accidents, a proportion **16 times** greater than for automobiles.
- Nine railway trains were involved in traffic accidents resulting in fatalities. This represents 7.1% of the 126 trains involved in all traffic accidents during 1988. Pedestrians were the only unit that had a higher proportion of accidents that involved fatalities.
- Sixty-three (63) motorcycles were involved in fatal accidents in 1988. This represents 3.9% of all motorcycles involved in accidents, nearly 7 times the rate for automobiles.
- A total of 86 truck tractors were involved in fatal accidents in 1988. This represents 1.7% of all truck tractors involved in traffic accidents during the year, nearly 3 times the rate for automobiles.

MOTOR VEHICLE REGISTRATIONS BY COUNTY

	1987		1988	
County	Registrations	Percent	Registrations	Percent
Abbeville	17,925	0.7	18,162	0.7
Aiken	91,234	3.8	92,679	3.7
Allendale	6,367	0.3	6,477	0.3
Anderson	110,859	4.6	112,381	4.5
Bamberg	10,074	0.4	10,100	0.4
Barnwell	14,339	0.6	14,855	0.6
Beaufort	51,880	2.1	53,687	2.2
Berkeley	77,453	3.2	80,406	3.2
Calhoun	9,802	0.4	10,141	0.4
Charleston	184,789	7.6	185,666	7.5
Cherokee	32.758	1.4	33,515	1.4
Chester	23,249	1.0	23,709	1.0
Chesterfield	26,310	1.1	27,047	1.1
Clarendon	17,260	0.7	17,748	0.7
Colleton	22,726	0.9	22,724	0.9
Darlington	41,560	1.7	42,620	1.7
Dillon	18,715	0.8	18,701	0.8
Dorchester	51,224	2.1	52,304	2.1
Edgefield	13,833	0.6	14,114	0.6
Fairfield	15,124	0.6	15,457	0.6
Florence	76,668	3.2	79,233	3.2
Georgetown	29,739	1.2	30,543	1.2
Greenville	240,928	9.9	249,293	10.1
Greenwood	45,739	1.9	46,763	1.9
Hampton	12,525	0.5	12,550	0.5
Horry	97,371	4.0	100,294	4.0
Jasper	9,448	0.4	9,694	0.4
Kershaw	35,211	1.5	37,035	1.5
Lancaster	40,836	1.7	41,213	1.7
Laurens	42,386	1.7	43,688	1.8
Lee	11,085	0.5	10,625	0.4
Lexington	132,562	5.5	137,150	5.5
McCormick	5,716	0.2	5,665	0.2
Marion	20,263	0.8	20,138	0.8
Marlboro	17,017	0.7	16,968	0.7
Newberry	26,479	1.1	26,664	1.1
Oconee	45,445	1.9	46,415	1.9
Orangeburg	58,318	2.4	58,830	2.4
Pickens	65,015	2.7	66,183	2.7
Richland	185,265	7.6	190,693	7.7
Saluda	13,651	0.6	13,974	0.6
Spartanburg	170,266	7.0	174,421	7.0
Sumter	62,807	2.6	63,482	2.6
Union	21,430	0.9	21,566	0.9
Williamsburg	22,820	0.9	22,951	0.9
York	95,888	4.0	98,765	4.0
Undetermined	0	0.0	3	0.0
TOTAL	**2,422,359**	**100.0**	**2,477,292**	**100.0**

UNIT TYPES INVOLVED IN MOTOR VEHICLE TRAFFIC ACCIDENTS

1988

	TYPE ACCIDENT			
UNIT TYPE	Fatal	Injury	PDO	Total
Automobile*	941	43,519	121,511	165,971
Pickup Truck*	202	7,104	22,393	29,699
Truck Tractor*	86	1,107	3,957	5,150
Other Truck*	61	1,935	6,582	8,578
Motorcycle*	63	1,160	387	1,610
Moped*	4	101	31	136
Pedalcycle	12	683	176	871
Minibike*	0	5	3	8
Animal Drawn Vehicle	0	3	2	5
Animal (Ridden)	1	4	0	5
Pedestrian	126	1,051	153	1,330
Train	9	51	66	126
School Bus*	6	125	583	714
Passenger Bus*	7	101	324	432
Other**	17	372	1,163	1,552
Unknown (Hit & Run Only)*	7	190	1,098	1,295
Not Stated**	0	74	212	286
TOTALS	**1,542**	**57,585**	**158,641**	**217,768**

A motor vehicle traffic accident is defined by the National Safety Council (NSC) as a motor vehicle accident in which (1) the unstabilized situation originates on a trafficway or (2) a harmful event occurs on a trafficway. Using the NSC definition, each of the unit types listed above was involved in an accident which included at least one motor vehicle. Units considered motor vehicles are denoted with an asterisk (*). Units denoted by (**) may or may not be a motor vehicle, depending on the means by which they were propelled. For units not considered motor vehicles, the accident included at least one other unit which was a motor vehicle.

A total of 76.2% of all units involved in South Carolina traffic accidents in 1988 were automobiles. Of the 165,971 automobiles in traffic accidents, 941 or approximately 0.6%, were involved in fatal accidents. This compares to 0.7% of the pickup trucks, 1.7% of the truck tractors, 3.9% of the motorcycles and 9.5% of the pedestrians.

The 165,971 automobiles involved in traffic accidents also represent 9.2% of all automobiles registered in South Carolina during 1988. The 1,610 motorcycles represent 5.1% of all motorcycles registered during the year.

VEHICLE MANEUVER IN ALL ACCIDENTS

1988

MANEUVER	Number	Percentage
MOVEMENTS ESSENTIALLY STRAIGHT		
Moving Straight, Details Unknown	20,842	9.6
Straight Ahead In Proper Direction	65,749	30.2
O'taking Veh. on Left, Left of Center Line	2,078	1.0
O'taking Veh. on Left, Right of Center Line*	522	0.2
O'taking Veh. on Right	974	0.4
Straight Ahead in Left Turn Lane	448	0.2
Straight Ahead in Right Turn Lane	333	0.2
Changing Lanes to Left	2,514	1.2
Changing Lanes to Right	2,553	1.2
Merging From Left (Roadway Narrows on Left)	167	0.1
Merging From Right (Roadway Narrows on Right)	317	0.1
On Wrong Side of Roadway	1,716	0.8
In Wrong Direction on One Way Roadway	134	0.1
Swerving To Left	5,923	2.7
Swerving To Right	5,981	2.7
Slowing or Stopping	16,295	7.5
Skidding Longitudinally	11,858	5.4
Skidding Laterally	4,104	1.9
Spinning or Yawing	1,553	0.7
Jack Knifing	245	0.1
Stopped in Traffic	16,639	7.6
Starting From Stop	4,712	2.2
Increased Speed	549	0.3
TURNING MOVEMENTS		
Turning Details Unknown	1,325	0.6
Left, From Left Turn Bay	2,339	1.1
Left, From Left (Proper) Lane	12,261	5.6
Left, From Other Lane, Legal	4,016	1.8
Left, From Other Lane, Illegal	1,567	0.7
Left, From Unknown Lane	320	0.1
U-Turn	1,053	0.5
Right From Special Lane	162	0.1
Right From Right (Proper) Lane	4,418	2.0
Right From Other Lane, Legal	675	0.3
Right From Other Lane, Illegal	1,017	0.5
Right From Unknown Lane	151	0.1
ENTERING TRAFFIC LANE		
Entering Traffic Lane, Details Unknown	1,036	0.5
From Entrance Ramp On Left	147	0.1
From Entrance Ramp On Right	574	0.3
From Shoulder, On Left	220	0.1
From Shoulder, On Right	601	0.3
From Parking Space At Left Curb	62	0.0
From Parking Space At Right Curb	374	0.2
From Driveway On Left	1,032	0.5
From Driveway On Right	2,737	1.3

MANEUVER	Number	Percentage
LEAVING TRAFFIC LANE		
Leaving Traffic Lane, Details Unknown	382	0.2
To Exit Ramp On Left	32	0.0
To Exit Ramp On Right	96	0.0
To Shoulder On Left	590	0.3
To Shoulder On Right	1,[illegible]	0.5
To Parking Space At Left Curb	85	0.0
To Parking Space At Right Curb	155	0.1
To Driveway On Left	509	0.2
To Driveway On Right	324	0.1
PARKING ON OR ADJACENT TO TRAFFIC LANE		
Parking, Details Unknown	376	0.2
On Left Shoulder	169	0.1
On Right Shoulder	658	0.3
At Left Curb	133	0.1
At Right Curb	537	0.2
In Traffic Lane On Left (Rural)	90	0.0
In Traffic Lane On Right (Rural)	192	0.1
Double Parked On Left	11	0.0
Double Parked On Right	37	0.0
MISCELLANEOUS MOVEMENTS		
Other Miscellaneous, Details Unknown	618	0.3
Backing in Roadway	2,579	1.2
Backing From Angle, Parking On Left	207	0.1
Backing From Angle, Parking On Right	426	0.2
Backing Across Traffic	507	0.2
Backing On Shoulder	139	0.1
Vehicle Pushed By Other Vehicle	165	0.1
Vehicle Pushed By Pedestrian	44	0.0
Driverless Vehicle In Motion	229	0.1
Not In Motion (Parked, Abandoned, Or Standing)	3,032	1.4
Unknown	641	0.3
Not Applicable (I.E. for a Pedestrian)	1,337	0.6
TOTAL	**217,768**	**100.0**

* - Applies to one way streets only.

By far the most frequent vehicle maneuver for vehicles involved in traffic accidents in 1988 was "Straight Ahead in the Proper Direction" with 30.2% of the total units. The next maneuver, "Moving Straight, Details Unknown", accounted for 9.6% of the units. The third and fourth maneuvers involved vehicles which were either "Stopped" or in the process of "Slowing or Stopping" (7.6% and 7.5% respectively). Combined, the top four categories accounted for more than half of all vehicles involved in traffic accidents. The leading maneuver which was not essentially straight, involved vehicles turning left from the proper lane, accounting for 5.6% of all vehicles. Only one other maneuver accounted for more than 5% of the vehicles involved; this was "Skidding Laterally", with 5.4% of all vehicles.

MOTORCYCLE STATISTICS IN SOUTH CAROLINA

1966-1988

YEAR	TOTAL ACCIDENTS	FATAL ACCIDENTS	PERSONS KILLED	PERSONAL INJURY ACCIDENTS	PERSONS INJURED	PROPERTY DAMAGE ACCIDENTS	MOTORCYCLE REGISTRATIONS	REGISTRATION DEATH RATE[1]	REGISTRATION ACCIDENT RATE[2]
1966	591	23	23	452	-	116	11,248	20.4	5.3
1967[3]	368	9	10	238	304	121	11,945	8.4	3.1
1968[4]	280	9	9	194	230	77	12,143	7.4	2.3
1969	272	8	9	191	231	73	12,924	7.0	2.1
1970	607	15	15	348	433	244	15,633	9.6	3.9
1971	907	22	23	506	599	379	17,870	12.9	5.1
1972	1,223	37	39	684	814	501	22,515	17.3	5.4
1973[5]	1,958	49	50	1,046	1,232	863	33,268	15.0	5.9
1974	2,319	59	60	1,225	1,468	1,035	47,328	12.7	4.9
1975[6]	1,913	51	54	1,001	1,186	861	48,040	11.2	4.0
1976	1,835	47	47	947	1,171	814	45,686	10.3	4.0
1977	1,765	51	53	903	1,067	809	41,161	12.9	4.3
1978	1,561	38	38	849	1,011	673	35,280	10.8	4.4
1979	1,543	40	42	890	1,063	611	37,466	11.2	4.1
1980[7]	1,764	54	55	986	1,165	723	38,875	14.1	4.5
1981	1,934	45	46	1,107	1,315	781	42,257	10.8	4.6
1982	2,019	58	61	1,135	1,382	823	35,028	17.4	5.8
1983	2,091	74	81	1,110	1,368	905	36,130	22.0	5.8
1984	2,593	89	92	1,376	1,648	1,122	37,119	24.8	7.0
1985	2,432	83	87	1,361	1,636	988	37,366	23.3	6.5
1986	2,284	73	75	1,281	1,535	929	36,074	20.8	6.3
1987	1,908	54	56	1,081	1,282	771	32,710	17.1	5.8
1988	1,580	62	63	1,134	1,415	384	31,483	20.3	5.0

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[1] - Based on 10,000 cycle registrations.

[2] - Based on 100 cycle registrations.

[3] - Safety Equipment Law enacted but not enforced.

[4] - Enforcement of Safety Equipment Law initiated.

[5] - Lights On Law effective July 1.

[6] - Implemented Classified License Law for motorcycles.

[7] - Helmet and Goggles Law amended effective June 17, exempting cyclists age 21 and older.

TRAFFIC ACCIDENTS INVOLVING MOTORCYCLES

1988

TYPE ACCIDENT	ACCIDENTS	PERCENTAGE
Fatal	62	3.9
Injury	1,134	71.8
Property Damage Only (PDO)	384	24.3
TOTAL	**1,580**	**100.0**

Casualties

Persons Killed: 63 Persons Injured*: 1,415

Motorcycle Accidents by Month

MONTH	TYPE ACCIDENT				PERSONS	
	Fatal	Injury	PDO	Total	Killed	Injured*
January	1	29	9	39	1	35
February	3	50	11	64	3	59
March	6	74	20	100	6	89
April	8	104	39	151	8	128
May	8	177	52	237	8	232
June	12	141	45	198	12	174
July	8	126	56	190	9	166
August	3	135	3	176	3	174
September	6	106	9	151	6	131
October	4	96	34	134	4	119
November	3	63	28	94	3	69
December	0	33	13	46	0	39
TOTALS	**62**	**1,134**	**384**	**1,580**	**63**	**1,415**

Motorcycle Accidents by Light and Weather Conditions

LIGHT AND WEATHER	TYPE ACCIDENT				PERSONS	
	Fatal	Injury	PDO	Total	Killed	Injured*
Day and Clear/Cloudy	28	669	233	930	28	799
Dark and Clear/Cloudy	32	419	124	575	33	560
Day and Rain	1	23	13	37	1	24
Dark and Rain	1	17	9	27	1	24
Day and Other Weather	0	2	3	5	0	3
Dark and Other Weather	0	4	2	6	0	5
TOTALS	**62**	**1,134**	**384**	**1,580**	**63**	**1,415**

There were a total of 1,610 motorcycles involved in the 1,580 motorcycle accidents which occurred in 1988. This indicates that some accidents had two or more cycles involved. These accidents took the lives of 63 persons, all drivers or passengers of the motorcycle. A total of 1,415 persons were injured in these accidents, 1,295 of whom were on a motorcycle. A total of 1,103 (69.8%) of the motorcycle accidents occurred during the period April 1 through September 30. This same six month period accounted for 45 (72.5%) of the fatal accidents.

The overwhelming majority of both total and fatal motorcycle accidents occur during clear or cloudy weather conditions. A total of 1,505 (95.2%) motorcycle accidents occurred when there was no rain, snow or other bad weather. Sixty (96.8%) of the fatal accidents occurred under these conditions.

Most (962/60.9%) motorcycle accidents occurred during daylight hours. The reverse is true for fatal accidents. A majority (33/46.8%) of these occurred at dawn, dusk or after nightfall.

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* Includes injuries in the accident, not just to motorcycle riders.

Sex of Cyclists

SEX	TYPE CASUALTY Fatality	 Non Fatal Injury	 Not Injured	 Total
Male	60	1,177	416	1,653
Female	3	118	46	167
Not Stated	0	0	3	3
TOTAL	**63**	**1,295**	**465**	**1,823**

Age and Helmet Usage of Cyclists

HELMET USED	TYPE CASUALTY Fatality	 Non Fatal Injury	 Not Injured	 Total
Under 15	0	9	1	13
15-20	1	162	3	224
21-24	4	89	58	121
25-34	4	117	28	149
35-44	1	30	31	47
45 and Over	4	20	13	29
Unknown Age	1	2	8	3
SUBTOTAL	**15**	**429**	**142**	**586**
HELMET NOT USED				
Under 15	0	18	13	31
15-20	11	216	82	309
21-24	11	179	69	259
25-34	15	292	86	393
35-44	5	75	24	104
45 and Over	3	32	11	46
Unknown Age	0	5	3	8
SUBTOTAL	**45**	**817**	**288**	**1,150**
UNKNOWN HELMET USAGE				
Under 15	0	0	1	1
15-20	0	16	11	1
21-24	2	11	7	27
25-34	1	9	3	20
35-44	0	7	6	13
45 and Over	0	5	7	13
Unknown Age	0	1	0	12
SUBTOTAL	**3**	**49**	**35**	**87**
TOTALS	**63**	**1,295**	**465**	**1,823**

Out of the 63 motorcycle riders killed in 1988, 60 were male, 29 were under age 25 and 45 were not wearing a helmet. Out of the 1,823 riders of motorcycles who were involved in traffic accidents, 586 were wearing a helmet, 1,150 were not; for 87 riders, helmet usage was unknown. For those cyclists under 21 years of age, helmet usage is required by law. For this group, 237 were wearing a helmet and 340 were not wearing a helmet; for 28, helmet usage was unknown.

One out of every 39 helmeted motorcycle riders who were involved in a traffic accident was killed in 1988, compared to one out of every 26 unhelmeted riders. Five of the helmeted riders under 21 years old were killed compared to 12 of the unhelmeted riders in this age group. The Highway Safety Office is not drawing any conclusions as to whether the use of a helmet could have prevented the deaths of those riders who were not wearing helmets; more in-depth research than a simple presentation of the raw statistics would need to be made to reach any conclusion.

TRAFFIC ACCIDENTS INVOLVING MOPEDS

1988

TYPE ACCIDENT	ACCIDENTS	PERCENTAGE
Fatal	4	2.9
Injury	101	74.3
Property Damage Only (PDO)	31	22.8
TOTAL	**136**	**100.0**

Casualties

Persons Killed: 4 Persons Injured*: 121

Moped Accidents by Month

MONTH	TYPE ACCIDENT Fatal	Injury	PDO	Total	PERSONS Killed	Injured*
January	0	7	0	7	0	9
February	0	4	1	5	0	5
March	0	8	1	9	0	9
April	0	10	1	11	0	12
May	0	8	2	10	0	10
June	0	13	6	19	0	17
July	0	17	2	19	0	19
August	1	8	5	14	1	9
September	0	6	3	9	0	7
October	1	8	6	15	1	10
November	1	5	1	7	1	6
December	1	7	3	11	1	8
TOTALS	**4**	**101**	**31**	**136**	**4**	**121**

Moped Accidents by Light & Weather Conditions

LIGHT/WEATHER	TYPE ACCIDENT Fatal	Injury	PDO	Total	PERSONS Killed	Injured*
Day and Clear/Cloudy	2	63	22	87	2	73
Dark and Clear/Cloudy	2	30	7	39	2	39
Day and Raining	0	4	1	5	0	5
Dark and Raining	0	4	1	5	0	4
Day and Other Weather	0	0	0	0	0	0
Dark and Other Weather	0	0	0	0	0	0
TOTALS	**4**	**101**	**31**	**136**	**4**	**121**

Age and Sex of Moped Riders**

AGE	TYPE CASUALTY Fatality		Non Fatal Injury		Not Injured		Total	
	M***	F	M	F	M	F	M	F
Under 10	0	0	0	0	0	0	0	0
10-11	0	0	2	0	0	0	2	0
12-15	1	0	15	3	6	0	22	3
16-20	0	0	17	0	3	1	20	1
21-30	0	0	17	1	8	1	25	2
Over 30	3	0	46	0	6	2	55	2
Unknown	0	0	1	0	2	2	3	2
TOTALS	**4**	**0**	**98**	**4**	**25**	**6**	**127**	**10**

* Includes all injuries in the accident, not just to the moped rider.

** There were two mopeds involved in one of the 136 accidents, resulting in 137 riders.

*** M - Male, F - Female

Traffic accidents involving mopeds tended to occur more often during warm weather months in 1988. During the summer months of June, July and August, 52 (38.2%) moped accidents were reported, compared to 23 accidents in the winter months of January, February and March. There were no moped fatalities during the first seven months of the year. One fatal accident was reported in August, October, November and December.

Ninety-two (67.6%) of the 136 accidents of involving mopeds occurred during daylight hours. The vast majority, 126 (92.6%) occurred during clear or cloudy weather conditions. Only 10 moped accidents occurred during inclement weather.

Nearly half (60/43.7%) of the riders involved in moped accidents were over 30 years of age. Only two (1.5%) moped riders were under twelve, 25 (18.2%) were between 12 and 15 years old. Most of the riders (124/90.5%) were males. All four of the moped fatalities were male.

TRAFFIC ACCIDENTS INVOLVING BICYCLES

1988

TYPE ACCIDENT	ACCIDENTS	PERCENTAGE
Fatal	12	1.4
Injury	670	78.2
Property Damage Only (PDO)	175	20.4
TOTAL	**857**	**100.0**

Casualties

Persons Killed: 12 Persons Injured*: 711

Bicycle Accidents by Month

MONTH	TYPE ACCIDENT Fatal	Injury	PDO	Total	PERSONS Killed	Injured*
January	0	34	7	41	0	37
February	0	36	9	45	0	38
March	1	60	14	75	1	68
April	2	69	15	86	2	73
May	3	77	19	99	3	79
June	0	80	20	100	0	81
July	2	73	14	89	2	76
August	1	76	24	101	1	85
September	1	55	16	72	1	56
October	0	47	17	64	0	52
November	1	34	11	46	1	36
December	1	29	9	39	1	30
TOTALS	**12**	**670**	**175**	**857**	**12**	**711**

Bicycle Accidents by Light & Weather Conditions

LIGHT/WEATHER	TYPE ACCIDENT Fatal	Injury	PDO	Total	PERSONS Killed	Injured*
Day and Clear/Cloudy	5	466	130	601	5	496
Dark and Clear/Cloudy	5	172	28	205	5	183
Day and Raining	1	16	9	26	1	16
Dark and Raining	1	11	6	18	1	11
Day and Other Weather	0	4	2	6	0	4
Dark and Other Weather	0	1	0	1	0	1
TOTALS	**12**	**670**	**175**	**857**	**12**	**711**

Age and Sex of Cyclists**

AGE	TYPE CASUALTY Fatality M***	F	Non Fatal Injury M	F	Not Injured M	F	Total M	F
Under 10	1	1	107	30	19	7	127	38
10-11	3	0	46	17	8	3	57	20
12-15	0	0	105	14	30	3	135	17
16-20	2	1	72	11	37	2	111	14
21-30	2	0	101	19	21	5	124	24
Over 30	2	0	137	20	31	3	170	23
Unknown	0	0	3	1	4	3	7	4
TOTALS	**10**	**2**	**571**	**112**	**150**	**26**	**731**	**140**

* Includes all injuries in the accident, not just to the cyclists.

** Bicycle accidents may involve more than one cyclist.

*** M - Male, F - Female

As with motorcycle and moped accidents, the largest proportions of bicycle accidents tend to occur during the warm weather months. More than twice as many bicycle accidents occurred in June, July and August (290) than in January, February and December (125). The three summer months accounted for 33.8% of all bicycle accidents; the three winter months, for 14.6%. Of the 12 fatal accidents involving bicycles, 3 occurred in May. Only one bicycle fatality was reported for the three winter months.

The vast majority, (806 / 94%) of bicycle accidents occurred during clear or cloudy weather. This includes ten of the twelve fatal accidents. Most bicycle accidents occurred in the daylight hours (633 / 73.9%); however, six of the twelve fatal accidents took place at night.

The age of bicycle riders was fairly evenly distributed across all age groups. A total of 193 (22.2%) riders were over 30 years of age, 165 (18.9%) were under ten years of age and 152 (17.5%) between 12 and 15 for the top three age categories. Eight of the twelve persons fatally injured were under 21 years of age; five of these were under 12. A total of 724 (83.1%) of the cyclists were males. Ten of the twelve fatality victims were males.

TRAFFIC ACCIDENTS INVOLVING SCHOOL BUSES

1988

School Bus Accidents 1985-1988

	TYPE ACCIDENT			
YEAR	Fatal	Injury	PDO	Total
1985	10	111	733	854
1986	2	133	742	877
1987	1	130	769	900
1988	6	118	575	699

Summary of School Bus Accidents in 1988

TYPE ACCIDENT	ACCIDENTS	PERCENTAGE
Fatal	6	0.9
Injury	118	16.9
Property Damage Only (PDO)	575	82.2
TOTAL	699	100.0

Casualties

Persons Killed*: 6 Persons Injured**: 393

School Bus Accidents by Light & Weather Conditions

	TYPE ACCIDENT				PERSONS	
LIGHT/WEATHER	Fatal	Injury	PDO	Total	Killed*	Injured**
Day and Clear/Cloudy	3	94	480	577	3	340
Dark and Clear/Cloudy	1	2	20	23	1	7
Day and Raining	1	14	51	66	1	30
Dark and Raining	1	1	7	9	1	4
Day and Other Weather	0	5	14	19	0	8
Dark and Other Weather	0	2	3	5	0	4
TOTALS	**6**	**118**	**575**	**699**	**6**	**393**

Age of Bus Drivers***

	TYPE ACCIDENT			
AGE	Fatal	Injury	PDO	Total
15-17	1	7	34	42
18-20	0	46	186	232
21-25	1	23	71	95
26-35	1	28	128	157
Over 35	3	21	163	187
Unknown	0	0	1	1
TOTAL DRIVERS	**6**	**125**	**583**	**714**

School Bus Accidents by Month

	TYPE ACCIDENT				PERSONS	
MONTH	Fatal	Injury	PDO	Total	Killed*	Injured**
January	2	14	46	62	2	24
February	1	9	56	66	1	83
March	0	13	66	79	0	24
April	0	10	59	69	0	27
May	1	17	61	79	1	52
June	0	4	13	17	0	7
July	0	0	1	1	0	0
August	0	4	25	29	0	15
September	0	13	67	80	0	34
October	1	10	62	73	1	20
November	0	19	75	94	0	70
December	1	5	44	50	1	37
TOTALS	**6**	**118**	**575**	**699**	**6**	**393**

The number of school bus accidents declined by 201 in 1988 compared to 1987, a 22.3% reduction. This represents a reversal from previous trends. Virtually the entire reduction is in the Property Damage Only (PDO) category. Injury accidents were down by 12 and fatal accidents were up by 5. Property damage accidents declined by 194.

As expected, few school bus accidents occurred during the summer months; for example, only one accident was reported in the month of July. The month with the most accidents was November with 94. Two of the six fatal accidents occurred in January.

The vast majority of school bus accidents occur during the daylight hours (662 or 94.7%). A total of 600 school bus accidents occurred in clear or cloudy weather conditions. Despite caution taken by school officials during snowy weather, 9 school bus accidents occurred in snow or sleet conditions. Two of these accidents resulted in injuries. These accidents are included in the "other weather" category.

The make-up of the bus driver population in 1988 was substantially different from previous years. Beginning April 1 of that year, drivers were required to be 18 years of age or older. (Some School Districts were granted exemptions by the Labor Department until the beginning of the following school year in August, 1988.) This is reflected in the age of drivers involved in accidents. Only 42 of the 714 drivers were under 18 years of age. Drivers 18 to 20 years old accounted for 32.5% of the 714 drivers involved in school bus accidents. This group also accounted for the most injury accidents, with 36.8% of the 125 drivers in this category. Drivers over 35 were involved in 3 of the 6 fatal accidents.

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* One of the fatalities was to the bus driver, the other 5 fatalities were to occupants of other vehicles or pedestrians.

** Includes all injuries in the accident, not just school bus occupants.

*** The total number of drivers is greater than the numbers of accidents because more than one bus can be involved in each accident.

TRAFFIC ACCIDENTS INVOLVING PEDESTRIANS

1988

TYPE ACCIDENT	ACCIDENTS	PERCENTAGE
Fatal	116	9.3
Injury	985	78.6
Property Damage Only (PDO)	151	12.1
TOTAL	**1,252**	**100.0**

Casualties

Persons Killed*: 120 Persons Injured*: 1,146

Pedestrian Accidents by Month

	TYPE ACCIDENT				PERSONS	
MONTH	Fatal	Injury	PDO	Total	Killed*	Injured*
January	9	71	14	94	9	79
February	7	72	15	94	7	81
March	8	68	20	96	9	79
April	13	64	10	87	14	75
May	6	98	13	117	7	113
June	7	81	11	99	7	97
July	9	81	8	98	9	97
August	12	97	10	119	12	109
September	14	91	10	115	15	108
October	11	108	18	137	11	127
November	10	76	6	92	10	93
December	10	78	16	104	10	88
TOTALS	**116**	**985**	**151**	**1,252**	**120**	**1,146**

Pedestrian Accidents by Light & Weather Conditions

	TYPE ACCIDENT				PERSONS	
LIGHT/WEATHER	Fatal	Injury	PDO	Total	Killed*	Injured*
Day and Clear/Cloudy	27	527	89	643	29	599
Dark and Clear/Cloudy	78	358	48	484	80	431
Day and Raining	3	36	5	44	3	43
Dark and Raining	7	41	4	52	7	49
Day and Other Weather	1	9	3	13	1	10
Dark and Other Weather	0	14	2	16	0	14
TOTALS	**116**	**985**	**151**	**1,252**	**120**	**1,146**

* Includes all fatalities and injuries occuring in the accident, not just those to the pedestrians. A total of 118 pedestrians was killed.

PEDESTRIAN FATALITIES

1988

Action Taken by Pedestrians*

ACTION	PEDESTRIANS KILLED #	PEDESTRIANS KILLED %
Enter Or Crossing Specified Location	3	2.5
Entering Or Crossing Roadway	44	37.3
Entering/Crossing From Behind A Vehicle	6	5.1
Walking With Traffic	16	13.6
Walking Against Traffic	8	6.8
Approaching Or Leaving A Vehicle	0	0.0
Pushing Or Working On A Vehicle	1	0.8
Working In Roadway	0	0.0
Standing	8	6.8
Playing In Roadway	0	0.0
Lying At Or In Location Specified	7	5.9
Sitting At Or In Location Specified	0	0.0
Other	7	5.9
Not Stated	18	15.3
TOTALS	**118**	**100.0**

Age and Sex of Pedestrians*

AGE	PEDESTRIANS KILLED MALE #	MALE %	FEMALE #	FEMALE %	TOTAL #	TOTAL %
Under 5	3	2.5	0	0.0	3	2.5
5-9	5	4.2	2	1.7	7	5.9
10-14	9	7.6	2	1.7	11	9.3
15-19	10	8.5	1	0.8	11	9.3
20-24	8	6.8	0	0.0	8	6.8
25-34	18	1.5	3	2.5	21	17.8
35-44	17	1.4	4	3.4	21	17.8
45-54	10	8.5	1	0.8	11	9.3
55-64	7	5.9	2	1.7	9	7.6
65-74	6	5.1	2	1.7	8	6.8
75 & Over	6	5.1	1	0.8	7	5.9
Unknown	1	0.8	0	0.0	1	0.8
TOTALS	**100**	**84.7**	**18**	**15.3**	**118**	**100.0**

* There were 118 pedestrians killed in traffic in 1988. Two drivers also died, making a total of 120 persons killed in the 116 fatal accidents involving pedestrians.

Traffic accidents involving pedestrians tend to have a high proportion of fatalities. Of the 1,252 pedestrian accidents which occurred in 1988, 116 (9.3%) resulted in at least one fatality. In the 116,451 traffic accidents which did not involve pedestrians, only 794 (0.7%) involved fatalities.

Pedestrian accidents were distributed fairly evenly throughout the year with the fewest (87) occurring in April; the most (138), in October. A total of 1,127 (90%) occurred during clear or cloudy weather conditions. Slightly more than half, 701 (56%), occurred in the daylight hours; however, most of the fatal accidents 85 (73.3%) occurred at night.

The 25-34 and 35-44 groups had the most fatalities with 21 each. Most pedestrian fatalities were males, accounting for 100 (84.7%) of the 118 pedestrians killed in 1988. More males than females were killed in each of the eleven age categories.

TRAFFIC ACCIDENTS INVOLVING RAILWAY TRAINS

1988

Railway Train Accidents: 1985 - 1988

YEAR	TYPE ACCIDENT Fatal	Injury	PDO	Total
1985	12	40	89	141
1986	6	39	66	111
1987	6	30	88	124
1988	9	51	66	126

Casualties - 1988

Persons Killed: 9 Persons Injured: 72

Railway Train Accidents by Traffic Control Device

TYPE DEVICE	TYPE ACCIDENT Fatal	Injury	PDO	Total	PERSONS Killed	Injured
Stop Sign	2	9	19	30	2	12
Stop and Go Signal	0	0	1	1	0	0
Officer/Flagman	0	2	2	4	0	3
RR Crossbucks Only	3	10	17	30	3	16
RR Flashing Lights	2	21	11	34	2	31
RR Gates & Lights	1	4	10	15	1	4
Other Sign	0	2	1	3	0	2
No Traffic Control	1	3	5	9	1	4
TOTALS	**9**	**51**	**66**	**126**	**9**	**72**

Railway Train Accidents by Light & Weather Conditions

LIGHT/WEATHER	TYPE ACCIDENT Fatal	Injury	PDO	Total	PERSONS Killed	Injured
Day and Clear/Cloudy	5	29	38	72	5	39
Dark and Clear/Cloudy	4	15	21	40	4	24
Day and Raining	0	3	3	6	0	3
Dark and Raining	0	0	2	2	0	0
Day and Other Weather	0	1	1	2	0	1
Dark and Other Weather	0	3	1	4	0	5
TOTALS	**9**	**51**	**66**	**126**	**9**	**72**

Railway Train Accidents by Route Category

ROUTE CATEGORY	TYPE ACCIDENT Fatal	Injury	PDO	Total	PERSONS Killed	Injured
US Primary	2	6	4	12	2	15
SC Primary	1	10	11	22	1	11
State Secondary	5	28	43	76	5	38
County	1	7	7	15	1	8
Other	0	0	1	1	0	0
TOTALS	**9**	**51**	**66**	**126**	**9**	**72**

Railway trains were involved in 126 traffic accidents in 1988. Accidents involving trains accounted for only 0.1% of all reported accidents during the year. However, nine of these accidents resulted in fatalities, 1.0% of all fatal traffic accidents in 1988. These fatal accidents resulted in 9 deaths or, 0.9% of the total. The nine accidents involving fatalities accounted for 7.1% of all railway train accidents during the year. Traffic accidents involving trains resulted in a larger proportion of fatal accidents than for any other unit type except pedestrians.

Seventy-seven (77) of the 126 accidents, including 6 of the fatal accidents, occurred at a crossing not containing flashing light signals.

A total of 112 accidents, including all nine of the fatal accidents, occurred during clear or cloudy weather conditions. More than half, 72 (57.1%) occurred during the day in clear or cloudy weather. Four of the 9 fatal accidents occurred at night.

A total of 76 (60.3%) accidents involving railway trains, including 5 of the fatal accidents, occurred on state secondary highways. The remaining 50 accidents were divided fairly equally among SC primary roads (22/17.5%), county roads (15/11.9%) and US primary roads (12/9.5%). (One other accident was reported on the "other" category. This means the route category was not specified on the accident report).

TRAFFIC ACCIDENTS INVOLVING TRUCK TRACTORS

1988

TYPE ACCIDENT	ACCIDENTS	PERCENTAGE
Fatal	79	1.6
Injury	1,055	21.4
Property Damage Only (PDO)	3,799	77.0
TOTAL	**4,933**	**100.0**

Casualties

Persons Killed*: 105 Persons Injured*: 1,655

Truck Tractor Accidents by Attachment Type**

	TYPE ACCIDENT				PERSONS	
ATTACHMENT	Fatal	Injury	PDO	Total	Killed*	Injured*
None	7	153	512	672	7	242
Mobile Home	0	10	37	47	0	15
Semi-Trailer	44	663	2,505	3,212	54	1,016
Utility Trailer	1	26	69	96	1	44
Farm Trailer	0	5	8	13	0	8
Trailer W/Boat	1	0	4	5	1	0
Towed Motor Vehicle	0	3	6	9	0	5
Petroleum Tanker	4	23	90	117	11	41
Lowboy Trailer	4	21	90	115	6	34
Auto Carrier Trailer	1	4	31	36	1	10
Other Tanker	2	26	40	68	2	34
Flat Bed	4	59	204	267	4	85
Other	9	50	159	218	16	102
Twin Trailer	1	10	31	42	1	14
Not Stated	1	2	13	16	1	5
TOTALS	**79**	**1,055**	**3,799**	**4,933**	**105**	**1,655**

Truck Tractor Accidents by Light & Weather Conditions

	TYPE ACCIDENT				PERSONS	
LIGHT/WEATHER	Fatal	Injury	PDO	Total	Killed*	Injured*
Day and Clear/Cloudy	30	661	2,637	3,328	45	1,019
Dark and Clear/Cloudy	35	216	595	846	40	341
Day and Raining	8	92	302	402	12	148
Dark and Raining	4	38	100	142	4	58
Day and Other Weather	1	24	111	136	1	41
Dark and Other Weather	1	24	54	79	3	48
TOTALS	**79**	**1,055**	**3,799**	**4,933**	**105**	**1,655**

Truck Tractor Accidents by Route Category

	TYPE ACCIDENT				PERSONS	
ROUTE CATEGORY	Fatal	Injury	PDO	Total	Killed*	Injured*
Interstate	14	225	885	1,124	20	368
US Primary	36	410	1,295	1,741	49	658
SC Primary	23	237	748	1,008	29	374
State Secondary	6	166	746	918	7	224
County	0	16	123	139	0	30
Other	0	1	2	3	0	1
TOTALS	**79**	**1,055**	**3,799**	**4,933**	**105**	**1,655**

* Includes all fatalities and injuries in the accident, not just to the passengers of the truck.

** Where there was more than one truck involved in the accident, the last unit listed on the accident report is used to identify the type attachment.

Truck tractors were involved in 4,933 traffic accidents in 1988. A total of 5,150 individual trucks were involved in these accidents. Accidents involving truck tractors accounted for 4.2% of all reported accidents during the year. Seventy-nine (79) of these accidents involved fatalities, representing 8.7% of all fatal traffic accidents in 1988. These fatal accidents resulted in 105 fatalities, 10.2% of the total traffic fatalities.

In 1987, and prior years, truck tractor accidents were tabulated only for trucks with the following attachments: semi-trailer, petroleum tanker, lowboy trailer, auto carrier trailer, other tanker, flatbed, and twin trailers. In 1988, there were 4,033 accidents involving trucks with these attachments. This total included 68 fatal accidents with 94 persons killed. The 4,033 accidents represent an increase of 21.5% over 1987, when trucks were involved in 3,318 accidents. The 68 fatal accidents are 10.5% less than the 76 reported in 1987, and the number of fatalities is also 10.5% fewer than the 98 reported that year.

The 3,212 accidents involving at least one semi-trailer accounted for more than 65% of all truck tractor accidents. Trucks with no attachment accounted for the second highest number of accidents, with 13.6% of the total.

Over 67% of the truck tractor accidents occurred during the daylight hours with clear or cloudy weather; however, only 38% of the fatal accidents occurred under these conditions. Over half the fatal accidents (40 of 79) occurred at night.

Approximately 35% of all truck tractor accidents occurred on US Primary routes. For fatal accidents, this percentage increased to about 45%. Only 14 fatal truck tractor accidents occurred on the interstates; these accidents resulted in 20 fatalities, which represent less than 2% of the state's 1,034 traffic fatalities in 1988.

PART III

ACCIDENT CONSEQUENCES

The consequences of traffic accidents extend beyond those persons directly affected. These costs are measured in both human and economic terms. Estimates of economic losses are indicative of the costs incurred by society as a result of the property damage, injuries and deaths associated with traffic accidents. However, these estimates cannot begin to take into account the intangible costs associated with the grief and suffering accompanying a traffic death or injury. On the following pages, statistics related to estimated economic cost, traffic injuries and fatalities and restraint usage are presented. Some of the important observations in this data are as follows:

- Economic losses declined statewide in 1988. This was the result of fewer accidents, fatalities and incapacitating injuries.

- Males accounted for 72.8% of the fatalities and 57.2% of the incapacitating injuries. Females accounted for 52.6% of the possible injuries.

- A total of 386 persons under the age of 25 were killed in traffic accidents in 1988. This accounted for 37.4% of the total fatalities.

- There were 1,712 occupants of automobiles and trucks totally ejected from the vehicle in which they were riding in 1988. Of these, 214 or 12.5% were killed. Of the 285,630 occupants not ejected or trapped, 352 or 0.12% were killed. The percentage of fatalities suffered by ejected occupants was **101** times that of occupants not ejected or trapped.

- Out of 3,444 children under age 4 involved in traffic accidents who were reported to be restrained by a federally approved child safety seat, 1 was killed in 1988. Of the 1,354 children under four who were not restrained in any way, 9 were killed.

- Of the 117,363 occupants of automobiles and trucks who were restrained by a safety belt, child seat or other protective equipment, 100 were killed and 1,468 sustained incapacitating injuries. Of the 164,839 unrestrained occupants of these same vehicle types, 671 were killed and 5,593 sustained incapacitating injuries. For the restrained occupants 1 out of 1,174 was killed and 1 in 80 sustained an incapacitating injury. For unrestrained occupants, 1 out of 246 was killed and 1 in 29 sustained an incapacitating injury.

ECONOMIC LOSS BY COUNTY*

1987 and 1988

COUNTY	1987	1988
Abbeville	$ 5,500,000	$ 3,600,000
Aiken	31,700,000	29,700,000
Allendale	1,300,000	4,200,000
Anderson	41,000,000	32,800,000
Bamberg	3,500,000	3,900,000
Barnwell	3,100,000	3,400,000
Beaufort	15,400,000	15,600,000
Berkeley	25,400,000	26,200,000
Calhoun	4,400,000	4,000,000
Charleston	79,000,000	69,700,000
Cherokee	13,400,000	10,600,000
Chester	8,900,000	8,100,000
Chesterfield	11,200,000	8,400,000
Clarendon	7,100,000	6,600,000
Colleton	12,600,000	11,800,000
Darlington	21,600,000	18,100,000
Dillon	11,000,000	7,500,000
Dorchester	16,600,000	13,900,000
Edgefield	4,700,000	6,300,000
Fairfield	8,400,000	7,800,000
Florence	31,200,000	26,100,000
Georgetown	16,200,000	12,200,000
Greenville	74,000,000	62,400,000
Greenwood	15,800,000	14,700,000
Hampton	3,600,000	4,100,000
Horry	51,800,000	44,100,000
Jasper	8,000,000	5,600,000
Kershaw	10,000,000	8,700,000
Lancaster	15,500,000	15,500,000
Laurens	12,700,000	12,600,000
Lee	3,800,000	4,900,000
Lexington	35,900,000	34,400,000
McCormick	2,500,000	2,200,000
Marion	10,700,000	9,300,000
Marlboro	7,400,000	7,800,000
Newberry	8,200,000	8,800,000
Oconee	14,700,000	10,300,000
Orangeburg	21,700,000	19,100,000
Pickens	15,200,000	15,900,000
Richland	76,200,000	56,500,000
Saluda	4,500,000	4,000,000
Spartanburg	45,000,000	52,800,000
Sumter	20,300,000	15,300,000
Union	8,100,000	6,200,000
Williamsburg	13,100,000	11,400,000
York	33,000,000	30,400,000
TOTALS	**$884,900,000**	**$787,500,000**

* Based on the National Safety Council Formula which applies the following factors:

Each fatality	$270,000
Each incapacitating injury	$ 28,600
Each nonincapacitating injury	$ 7,100
Each possible injury	$ 1,700
Each property damage only accident	$ 1,500

INJURIES BY RESTRAINT USAGE - 1988[1]

RESTRAINT USAGE	NOT INJURED	POSSIBLE	NON INCAPACITATING	INCAPACITATING	KILLED	UNKNOWN INJURY	TOTALS
NO RESTRAINT USED							
NO SAFETY EQUIPMENT	40,922	5,861	2,084	1,571	172	29	50,639
LAP BELT NOT USED	21,919	3,061	998	786	95	13	26,872
LAP/SHOULDER HARNESS NOT USED	69,570	9,445	3,900	3,210	400	31	86,556
PASSIVE BELT/HARNESS NOT USED	226	27	9	9	0	0	271
CHILD/YOUTH SEAT NOT USED	370	80	21	17	4	0	492
AIR BAG NOT DEPLOYED	0	1	0	0	0	0	1
SAFETY BLANKET NOT DEPLOYED	3	3	2	0	0	0	8
SUBTOTAL	**133,010**	**18,478**	**7,014**	**5,593**	**671**	**73**	**164,839**
RESTRAINT USED							
LAP BELT USED	18,630	1,888	461	231	13	21	21,244
LAP/SHOULDER HARNESS USED	80,353	7,131	2,015	1,190	84	20	90,793
PASSIVE BELT/HARNESS USED	897	69	26	23	2	0	1,017
CHILD/YOUTH SEAT USED	3,901	286	64	22	1	4	4,278
AIR BAG DEPLOYED	2	4	1	2	0	0	9
SAFETY BLANKET DEPLOYED	7	0	1	0	0	0	8
SAFETY PADDING PRESENT	13	1	0	0	0	0	14
SUBTOTAL	**103,803**	**9,379**	**2,568**	**1,468**	**100**	**45**	**117,363**
UNKNOWN RESTRAINT USAGE	**9,203**	**1,278**	**405**	**346**	**46**	**94**	**11,372**
TOTALS	**246,016**	**29,135**	**9,987**	**7,407**	**817**	**212**	**293,574**

In 1988, there were a total of 293,574 automobile and truck occupants involved in traffic accidents. Of these, the restraint usage for 282,202 of the occupants was known: 117,373 were restrained and 164,839 were not restrained. In the unrestrained group, 50,639 were reported to have no safety equipment available to them to use. Studies indicate that reported occupant restraint usage is higher than actual usage.[2] We should not, therefore, consider these figures as an actual reflection of restraint usage rates in South Carolina for 1988. In the "not injured" category, 42.2% of the occupants were restrained. Usage rates decline as the severity of injury increases. For "possible" injuries only 32.2% were restrained; reported restraint usage declined to 25.7% of the non-incapacitating injuries, 19.8% of the incapacitating injuries and finally to 11.5% of the fatal injuries. Some of this declining belt usage rate is due to improved reporting for the fatally injured occupants compared to reporting the lessor injuries. Also, studies indicate persons involved in potentially fatal collisions tend to be less likely to wear a belt. Nevertheless, this data provides statistical evidence that safety equipment is useful in reducing injuries and fatalities.

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1. Includes occupants seated inside the passenger compartment of automobiles and trucks only.

2. See NHTSA's A Model For Estimating Economic Savings From Increased Safety Belt Usage and South Carolina Safety Belt Study by Metromark Research.

AFTER IMPACT LOCATION - INJURIES SUSTAINED*

1988

	INJURY TYPE						
AFTER IMPACT LOCATION	NOT INJURED	POSSIBLE	NON INCAPACITATING	INCAPACITATING	KILLED	UNKNOWN INJURY	TOTALS
NOT EJECTED OR TRAPPED	242,038	27,855	9,273	6,044	352	68	285,630
TOTAL EJECTION	392	266	279	553	214	8	1,712
PARTIAL EJECTION	85	143	117	191	58	0	594
TRAPPED	45	109	132	443	180	0	909
UNKNOWN	3,456	762	186	176	13	136	4,729
TOTAL	**246,016**	**29,135**	**9,987**	**7,407**	**817**	**212**	**293,574**

INJURIES SUSTAINED BY CHILDREN UNDER FOUR YEARS OF AGE - 1988**

	INJURY TYPE						
RESTRAINT	NOT INJURED	POSSIBLE	NON INCAPACITATING	INCAPACITATING	KILLED	UNKNOWN INJURY	TOTALS
CHILD SAFETY SEAT USED	3,444	246	54	20	1	2	3,767
OTHER RESTRAINT USED	1,919	160	42	13	2	1	2,137
NO RESTRAINT USED	1,354	240	76	50	9	1	1,730
UNKNOWN RESTRAINT USAGE	107	15	2	5	0	0	129
TOTALS	**6,824**	**661**	**174**	**88**	**12**	**4**	**7,763**

* Occupants of automobiles and trucks only. ** Includes only children seated inside the vehicle.

There were a total of 293,574 occupants of automobiles and trucks involved in traffic accidents in 1988. Most of these persons (197,321) sustained no injuries. Most persons involved in accidents (285,630/97.3%) were not ejected from or trapped in the vehicle. Of these, 352 were killed, comprising 1 out of every 811 of these occupants. Of the 1,712 occupants totally ejected, 214 or 1 in 8 were killed. For the 909 trapped occupants, 180 or about 1 in 5 was killed.

In 1988, 7,763 children under 4 years of age were involved in traffic accidents in South Carolina. This does not include children who were either pedestrians or occupants seated outside the vehicle (such as on the hood of a car). Nearly half, 48.5%, were restrained by a Federally approved child safety seat. An additional 27.5% were restrained with a seat belt or seat belt/shoulder harness combination. These figures indicate a reported compliance rate of approximately 76%. This is only slightly higher than the 71% compliance rate reported in a study prepared for the South Carolina Department of Health and Environmental Control in 1988[1]. Of those children restrained by a child safety seat, only 1 was killed. Two children restrained by a belt were killed and nine unrestrained children died. The fatality rate for unrestrained children was 1 in every 150 children compared to 1 in every 3,767 in a safety seat and 1 in every 960 belted children.

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[1] *Child Safety Seat Utilization - 1988*, prepared by Katherine Duffy & Associates.

PART IV
ALCOHOL

Alcohol-related traffic accidents are responsible for a large portion of reported traffic accidents each year. The proportion of accidents which are alcohol-related increases as the severity of injuries involved increases. On the following pages accident statistics are presented which are based on the probable accident cause as determined by the officers who investigate the traffic accidents. Accidents listed by county and driver involvement are not comparable to any statistics published prior to 1988. In previous years, alcohol and drug involvement was based on a question contained in the Uniform Traffic Accident Report for each driver, "Had been drinking or using drugs". For 1988, the alcohol and drug accidents are based on the probable cause field which lists 74 causes from which the investigating officer might choose the single probable cause in the accident. Eight of these choices concern alcohol or drug usage.

The data presented here is a summary of these eight alcohol or drug-related probable causes. This data will not include any accidents where the probable cause was something other than alcohol or drugs, even if one of the drivers was intoxicated. For example, if a drunk driver runs a stop sign and this results in a traffic accident, the officer may choose to indicate "disregarding sign or signal" as the probable cause. As a result, alcohol involvement in South Carolina traffic accidents is probably understated in this data.

Despite the restrictive nature in which this data was compiled, these figures indicate alcohol and drugs are important contributors to the frequency and severity of traffic accidents. Some of the key findings in the alcohol/drug data are as follows:

- Alcohol or drug usage was the probable cause in 186 fatal accidents in 1988, resulting in the deaths of 215 persons. These figures represent 20.4% and 20.8% respectively of all fatal accidents and persons killed during the year. These proportions are considerably higher than the 4.3% of accidents which were caused by alcohol or drugs in property damage only accidents.

- Drivers under 21 years of age accounted for 13.7% of all drivers whose age was known in accidents with a probable cause of alcohol or drugs. None of these drivers was of legal drinking age in 1988.

- Blood alcohol data is compiled for drivers and pedestrians, who were over 16 years of age and died within 4 hours of a traffic accident. For 1987, the latest year for which complete data is available, 57.4% of these victims had a positive blood alcohol content, a figure much higher than that indicated in the probable cause data.

TRAFFIC ACCIDENTS IN SOUTH CAROLINA
WITH A PROBABLE CAUSE OF ALCOHOL OR DRUGS*
1988

	------ TYPE ACCIDENT -------				---- PERSONS ----	
COUNTY	FATAL	INJURY	PDO	TOTAL	KILLED	INJURED
Abbeville	0	10	20	30	0	13
Aiken	6	101	131	238	13	157
Allendale	0	13	11	24	0	26
Anderson	9	80	119	208	9	126
Bamberg	3	8	7	18	5	11
Barnwell	1	14	21	36	2	26
Beaufort	4	42	68	114	4	58
Berkeley	6	80	83	169	6	124
Calhoun	1	15	8	24	1	28
Charleston	12	297	334	643	14	473
Cherokee	5	50	72	127	6	78
Chester	4	29	20	53	4	46
Chesterfield	5	37	38	80	5	68
Clarendon	1	23	32	56	1	27
Colleton	1	30	49	80	1	44
Darlington	8	80	61	149	8	144
Dillon	0	50	43	93	0	86
Dorchester	3	49	67	119	6	74
Edgefield	2	12	15	29	2	15
Fairfield	1	36	20	57	1	67
Florence	4	109	133	246	4	186
Georgetown	2	60	58	120	3	85
Greenville	13	234	362	609	15	390
Greenwood	4	51	49	104	4	86
Hampton	3	10	21	34	3	16
Horry	12	176	217	405	12	301
Jasper	1	9	22	32	1	12
Kershaw	1	34	57	92	1	49
Lancaster	6	45	62	113	6	67
Laurens	1	42	47	90	1	68
Lee	1	33	20	54	1	52
Lexington	8	147	183	338	9	223
McCormick	0	33	4	15	0	18
Marion	0	19	43	62	0	36
Marlboro	3	31	26	60	6	49
Newberry	6	24	33	63	7	38
Oconee	0	34	37	71	0	58
Orangeburg	4	66	82	152	5	98
Pickens	2	58	77	137	2	79
Richland	12	225	350	587	14	349
Saluda	2	13	16	31	2	23
Spartanburg	23	182	274	479	24	311
Sumter	0	56	68	124	0	95
Union	1	34	27	62	1	47
Williamsburg	2	27	28	57	3	52
York	3	132	161	296	3	203
Total	**186**	**2,918**	**3,676**	**6,780**	**215**	**4,682**

* This chart is not comparable to any published statistics from 1987 and prior year.

DRIVERS INVOLVED IN ACCIDENTS WHERE THE PROBABLE CAUSE WAS ALCOHOL OR DRUGS

AGE AND SEX OF DRIVER

1988

	--- TOTAL ACCIDENTS ---			-- FATAL ACCIDENTS --			-- INJURY ACCIDENTS --			PROPERTY DAMAGE ACCIDENTS		
AGE	TOTAL	MALE	FEMALE	TOTAL	MALE	FEMALE	TOTAL	MALE	FEMALE	TOTAL	MALE	FEMALE
14 & younger	17	17	0	1	1	0	12	12	0	4	4	0
15	33	26	7	3	3	0	11	10	1	19	13	6
16	110	73	37	4	3	1	37	28	9	69	42	27
17	230	180	50	5	4	1	106	85	21	119	91	28
18	285	219	66	11	11	0	123	96	27	151	112	39
19	308	243	65	8	7	1	141	113	28	159	123	36
20	351	266	85	11	9	2	172	129	43	168	128	40
21	370	286	84	6	6	0	186	140	46	178	140	38
22	330	253	77	7	6	1	138	108	30	185	139	46
23	356	293	63	15	12	3	177	144	33	164	137	27
24	385	300	85	8	6	2	190	146	44	187	148	39
25 to 29	1,797	1,408	389	43	37	6	798	628	170	956	743	213
30 to 34	1,473	1,172	301	46	40	6	665	525	140	762	607	155
35 to 39	1,107	860	247	25	19	6	487	380	107	595	461	134
40 to 44	753	601	152	22	16	6	296	239	57	435	346	89
45 to 49	552	436	116	11	10	1	234	186	48	307	240	67
50 to 54	427	349	78	16	14	2	184	151	33	227	184	43
55 to 59	293	241	52	9	7	2	132	104	28	152	130	22
60 to 64	236	192	44	7	6	1	103	87	16	126	99	27
65 to 69	154	116	38	0	0	0	63	48	15	91	68	23
70 & older	136	108	28	4	4	0	56	45	11	76	59	17
Unknown age	65	55	10	2	2	0	25	21	4	38	32	6
Unknown sex[1]	794	-	-	19	-	-	186	-	-	589	-	-
TOTALS[2]	**10,562**	**7,694**	**2,074**	**283**	**223**	**41**	**4,522**	**3,425**	**911**	**5,757**	**4,046**	**1,122**

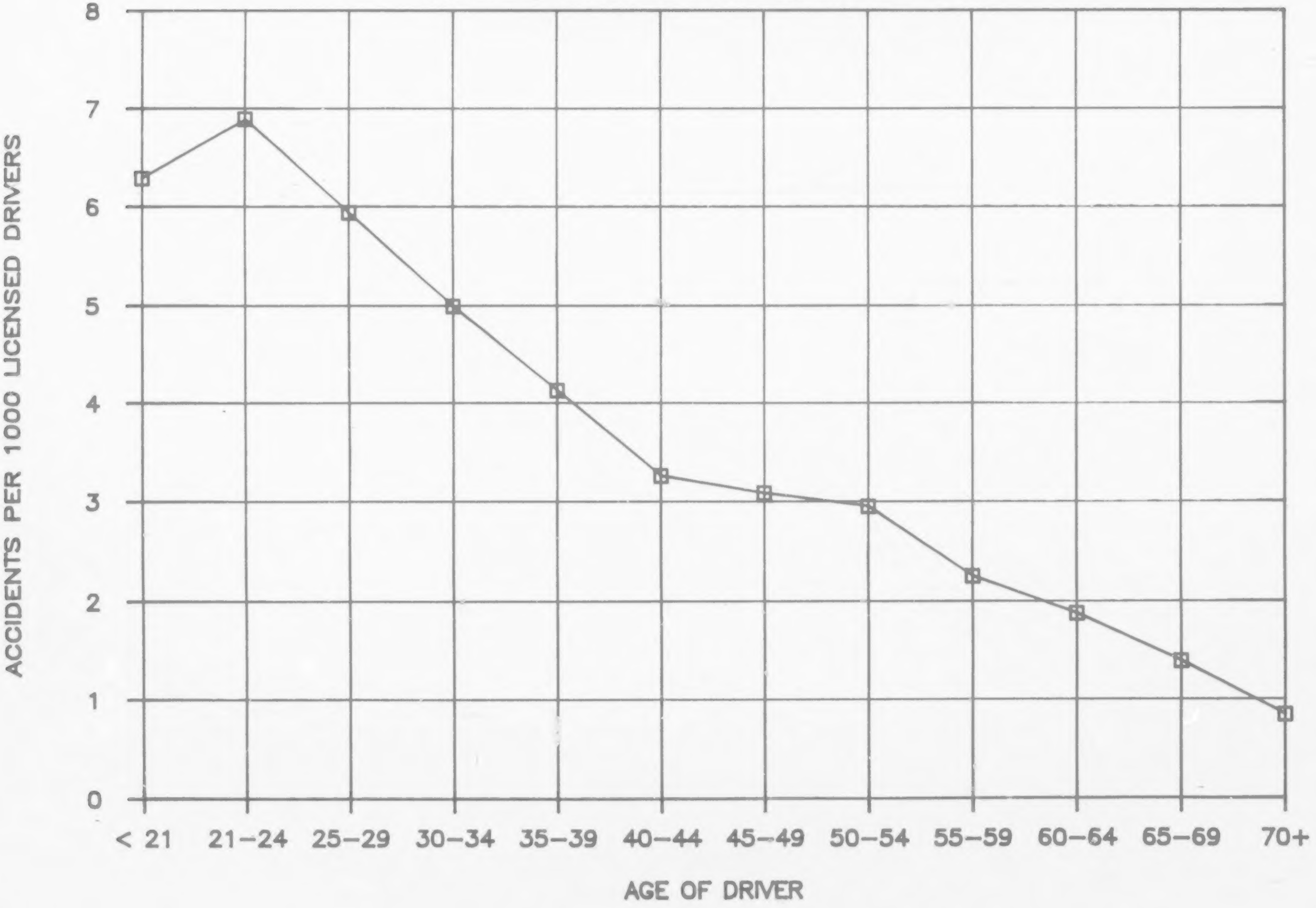
1 - Includes drivers whose sex was not recorded on the report, plus hit and run accidents for which driver information was not determined; also includes parked cars with no driver.

2 - Adding male, female and unknown sex, totals will equal the total for all drivers.

Out of the 10,562 drivers involved in traffic accidents where the probable accident cause was alcohol or drugs and whose gender was known, 78.8% were males. This is substantially higher than the 61.4% of drivers who were male in all reported accidents. (See page 15) For property damage only accidents, males accounted for 78.2% of the known drivers, but in fatal accidents males comprised 84.5% of all drivers. More than 21.5% of all drivers involved in fatal alcohol/drug accidents were male drivers between the ages of 17 and 24. This group of drivers comprised less than 9% of all licensed drivers in 1988. Female drivers aged 17 to 24 were involved in only 3.5% of these accidents. This group accounted for 7.2% of the licensed drivers. Male drivers between the ages of 25 and 34 accounted for 77 (27.2%) of the fatal alcohol/drug accidents and represent 12.9% of the licensed drivers.

DRIVERS INVOLVED IN TRAFFIC ACCIDENTS

PROBABLE CAUSE: ALCOHOL OR DRUGS – 1988



CORONER'S REPORTS ON BLOOD ALCOHOL LEVELS (BAC) FOR DRIVERS AND PEDESTRIANS*

1987

COUNTY	BAC LEVELS 0.00	0.01- 0.079	0.08- 0.099	0.10- 0.199	0.20- 0.299	0.030 AND UP	UNKNOWN**	TOTAL TESTED
ABBEVILLE	3	1	0	0	2	0	0	6
AIKEN	10	1	1	10	2	2	2	28
ALLENDALE	0	0	0	0	0	0	0	0
ANDERSON	10	0	1	10	9	1	8	39
BAMBERG	2	0	0	1	1	0	0	4
BARNWELL	1	0	0	0	0	0	0	1
BEAUFORT	1	2	0	2	0	0	1	6
BERKELEY	2	2	0	5	3	1	1	14
CALHOUN	2	1	0	0	1	1	0	5
CHARLESTON	9	1	3	5	7	2	3	30
CHEROKEE	7	1	0	1	0	0	1	10
CHESTER	0	0	0	3	0	0	0	3
CHESTERFIELD	2	0	0	1	2	1	0	6
CLARENDON	2	0	0	0	0	0	0	2
COLLETON	4	0	3	3	3	0	2	15
DARLINGTON	4	2	0	0	1	0	0	7
DILLON	2	0	0	0	2	2	0	6
DORCHESTER	2	1	0	0	2	0	1	6
EDGEFIELD	0	0	0	0	0	0	0	0
FAIRFIELD	2	0	0	0	0	0	0	2
FLORENCE	8	1	1	6	4	3	2	25
GEORGETOWN	7	0	0	4	3	1	0	15
GREENVILLE	26	3	1	14	9	2	5	60
GREENWOOD	0	0	0	1	0	2	2	5
HAMPTON	0	1	1	1	1	0	2	6
HORRY	13	0	1	8	6	0	1	29
JASPER	1	0	0	1	0	0	0	2
KERSHAW	2	1	0	0	1	1	0	5
LANCASTER	5	0	0	3	0	0	0	8
LAURENS	3	1	0	5	0	1	1	11
LEE	0	0	0	1	0	0	2	3
LEXINGTON	9	1	1	6	5	0	0	22
McCORMICK	0	0	0	0	0	0	0	0
MARION	4	1	0	2	1	1	0	9
MARLBORO	5	0	0	0	4	0	0	9
NEWBERRY	1	0	0	0	0	0	0	1
OCONEE	5	2	0	0	4	0	0	11
ORANGEBURG	0	0	0	1	3	0	0	4
PICKENS	1	0	0	2	0	0	0	3
RICHLAND	17	2	0	9	6	0	6	40
SALUDA	1	0	0	0	0	0	0	1
SPARTANBURG	12	0	0	4	4	1	3	24
SUMTER	3	1	1	0	0	1	0	6
UNION	0	1	0	3	0	0	3	7
WILLIAMSBURG	0	0	0	0	0	0	0	0
YORK	7	0	0	1	1	1	0	10
STATE TOTALS	**195**	**27**	**14**	**113**	**87**	**24**	**46**	**506**

---

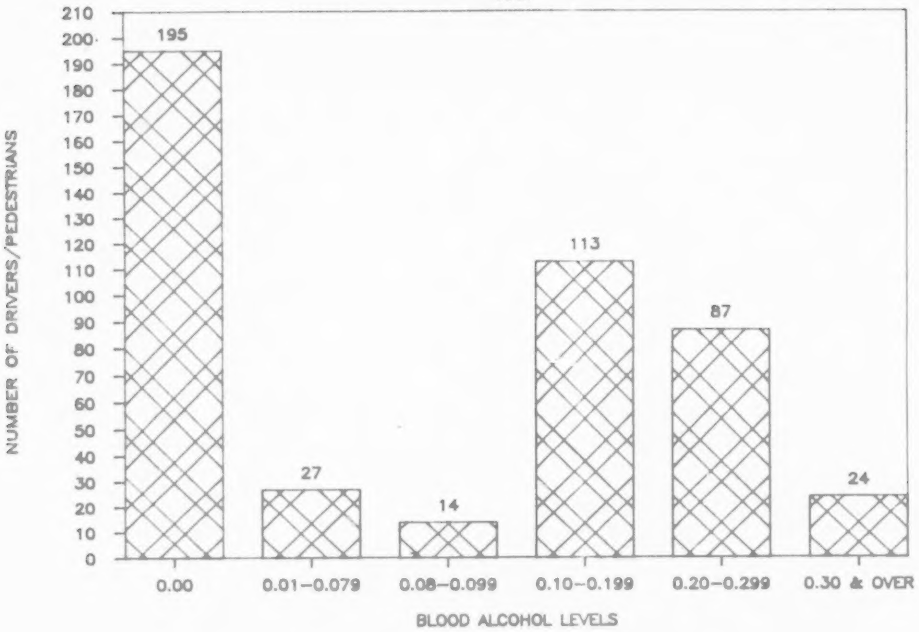
* Includes only drivers/pedestrians over 16 years of age who died within 4 hours of the accident.

** A body fluid sample was drawn but the sample was either contaminated or for other reasons BAC levels were never determined.

A total of 728 pedestrians and drivers were killed in traffic accidents in 1987; of these victims, 506 had body fluids drawn for testing. The State's coroners are required by law to draw body fluids for testing of the blood-alcohol content of all drivers and pedestrians **over 16 years of age and who die within 4 hours of a motor vehicle collision.** The chart above provides test results for 1987, the latest year for which complete data is available. Statewide, more than 57% of those tested had a measurable blood alcohol content. More than 48% were above the inferred level of intoxication (as specified in the state's DUI law) of 0.10. In 1988, a total of 598 drivers and 94 pedestrians over 16 years of age died. Of these 692 victims, 675 died within 4 hours of the accident. These victims will comprise the population subject to testing for 1988.

CORONER'S REPORTS ON BAC LEVEL

1987



In South Carolina you are presumed to be under the influence when your Blood Alcohol Concentration (BAC) is at a level of 0.10 percent. At this level you are seven times more likely to have an automobile accident than if your BAC were zero (0.00). If your BAC reaches 0.15 percent, your chances of having an accident are 25 time greater.

BAC Levels	Common Effects
0.03	Mild alteration of feelings. Level of impairment is not generally too serious.
0.05	Feelings of relaxation, sedation and/or euphoria. Increase in reaction time. Increased difficulty in performing motor skills. Driving ability and judgment impaired.
0.10	Physical and mental impairment affecting perception and performance. Deterioration in motor coordination. Hearing and speech impaired. Uncoordinated behavior. Legally presumed to be under the influence in South Carolina.
0.15	Serious impairment of physical and mental functioning.Irresponsible behavior. Distorted perception and judgment. Difficulty in standing, walking, and talking.
0.40	Coma results. The person cannot be awakened.
0.60	Death can result from alcohol overdose or accidental choking. At high BAC level, absorption of alcohol continues at a constant rate while oxidation slows because the high BAC causes anesthetization of the heart and lungs. Death occurs when the respiratory and circulatory systems cease to function.

As indicated on the previous page, state law requires that each of the 46 coroner's draw blood samples from all drivers and pedestrians over 16 years of age and who die within four hours from injuries sustained in a traffic accident. The chart above shows the blood alcohol levels for the 460 drivers and pedestrians meeting these criteria and whose results were determined by a qualified testing lab.

Definitions*

Alcohol Related Motor Vehicle Accident - Any accident in which either a driver or a non-occupant (such as a pedestrian) had a measurable or estimated blood alcohol concentration (BAC) of .01 percent or above.

Driver - An occupant who is in actual physical control of a transport vehicle, or for an out-of-control vehicle, an occupant who was in control until control was lost.

Driver Intentions - Driver intentions describes what the driver intended to do just prior to the first harmful event and before executing an evasive maneuver.

Fatal Injury - Any injury that results in death.

First Harmful Event - The first event in a traffic accident to result in injury or damage.

Harmful Event - An occurence of injury or damage.

Incapacitating Injury - Any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities he was capable of performing before the injury occurred.

Injury - Bodily harm to a person.

Junction - A junction is either an intersection or the connection between a driveway access and a roadway other than a driveway access.

Motor Vehicle - Any motorized (mechanically or electrically powered) road vehicle not operated on rails.

Motor Vehicle Accident - A transport accident that (1) involves a motor vehicle in transport, (2) is not an aircraft accident or watercraft accident and (3) does not include any harmful event involving a railway train in transport prior to involvement of a motor vehicle in transport.

Non-Incapacitating Evident Injury - Any injury, other than a fatal injury or incapacitating injury, which is evident to observers at the scene of the accident in which the injury occured.

Nonjunction - A nonjunction is anything that is not an intersection or the connection between a driveway access and a roadway other than a driveway access.

Occupant - Any person who is part of a transport vehicle.

Pedalcyclist - Any occupant of a pedalcycle in transport.

Pedestrian - Any person who is not an occupant.

Possible Injury - Any injury which is reported or claimed which is not a fatal injury, incapacitating injury or non-incapacitating injury.

Probable Cause - Probable Cause describes the cause or factor which created the accident situation.

Traffic Accident - A road vehicle accident in which (1) the unstabilized situation originates on a traffic way or (2) a harmful event occurs on a traffic way.

Traffic Unit - A traffic unit is a road vehicle or pedestrian.

*Source: National Safety Council, Manual on Classification of Motor Vehicle Traffic Accidents. Fourth Edition.

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VICTIM PROFILE*

INJURIES BY AGE AND SEX - 1988

SEX	AGE	NOT INJURED	INJURY TYPE** POSSIBLE	NON-INCAPACITATING	INCAPACITATING	KILLED	UNKNOWN INJURY	TOTALS
	UNDER 4	3,425	357	110	65	9	2	3,968
	4-5	2,098	213	62	47	5	3	2,428
	6-9	3,261	447	147	114	9	3	3,981
M	10-14	4,415	618	260	184	24	2	5,503
	15-24	48,199	5,050	2,328	1,816	244	34	57,672
A	25-34	33,412	3,393	1,495	1,279	172	16	39,767
	35-44	20,763	1,990	751	610	119	7	24,240
L	45-54	11,920	964	342	344	52	13	13,635
	55-64	8,556	727	242	212	44	3	9,784
E	65-74	5,804	505	194	158	37	2	6,700
	75+	3,229	287	117	117	36	22	3,808
	UNKNOWN	910	100	42	25	1	17	1,095
	SUBTOTAL	**145,992**	**14,651**	**6,090**	**4,971**	**752**	**124**	**172,581**
F	UNDER 4	3,425	331	78	41	5	2	3,882
	4-5	2,045	219	66	37	3	3	2,373
E	6-9	3,291	499	138	86	7	5	4,026
	10-14	4,271	682	234	128	12	5	5,332
M	15-24	32,589	5,178	1,737	1,154	68	21	40,747
	25-34	23,139	3,578	1,053	815	52	24	28,661
A	35-44	15,296	2,310	655	541	51	12	18,865
	45-54	8,158	1,286	360	291	23	2	10,120
L	55-64	6,284	1,006	267	265	23	5	7,850
	65-74	4,708	719	213	206	25	4	5,875
E	75+	2,529	371	145	130	12	12	3,199
	UNKNOWN	616	111	35	22	0	6	790
	SUBTOTAL	**106,351**	**16,290**	**4,981**	**3,716**	**281**	**101**	**131,720**
U	UNDER 4	10	1	0	0	0	0	11
	4-5	3	0	1	0	0	0	4
N	6-9	3	0	0	0	0	0	3
	10-14	4	0	0	0	0	0	4
K	15-24	10	1	0	0	0	0	11
	25-34	8	1	0	0	0	0	9
N	35-44	1	0	0	0	0	0	1
	45-54	1	0	0	0	0	0	1
O	55-64	3	1	0	0	0	0	4
	65-74	2	1	0	0	0	0	3
W	75+	62	3	0	0	0	10	75
	UNKNOWN	57	4	1	0	0	17	79
N	**SUBTOTAL**	**164**	**12**	**2**	**0**	**0**	**27**	**205**
TOTALS		**252,507**	**30,953**	**11,073**	**8,687**	**1,033**	**252**	**304,506**

* Includes the victims of **all** accidents not just those related to alcohol.

** See Definitions for a description of each injury type.

There were a total of 304,506 persons involved in traffic accidents statewide in 1988. This represents nearly 10% of the state's 3.1 million population (1980 census). Of this total, 82.9% sustained no injury. An additional 30,953 sustained possible injuries, the least severe type. For an additional 252, there was no injury information reported. The remaining casualties, non-incapacitating, incapacitating and fatal injuries, accounted for 6.8% of all persons involved.

A total of 753 (72.8%) of all fatalities were sustained by males. More than half, 536, were males between the ages of 15 and 44. According to the South Carolina Vital and Morbidity Statistics for 1986, traffic accidents were responsible for 46.9% of all deaths for males between the ages of 15 and 24.

Males also accounted for a much higher proportion of the incapacitating (57.2% vs. 42.8%) and non-incapacitating (55% vs. 45%) injuries than females. For the less severe possible injuries, females sustained the majority of injuries (52.3%). The pattern of male/female injuries is consistent for most age groups. For both sexes, injuries and fatalities peaked in the 15 to 24 age category and gradually declined through the 75+ group.

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SAFETY EDUCATION SERVICE

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SC DEPARTMENT OF HIGHWAYS & PUBLIC TRANSPORTATION

Instead of saving a little time, he killed a little boy.

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South Carolina Department of Highways & Public Transportation